www.AIRSHOWSREVIEW.com

August - September 2014 Volume 5, Issue 5

And so much more...

The Magazine





Find out more click on page! New York More than 60 destinations in Europe Shanghai Hong Kong 13 Asian megacities

WWW.AIRSHOWSREVIEW.COM

The Magazine
August - September 2014 Volume 5, Issue 5

Features:

- 4 Interview with a former IRIAF pilot
- 6 Planes of Fame Airshow, Chino, CA
- 12 Red Bull Air Race World Championship Malaysia
- 17 Flying with FINNAIR
- 24 Visiting FINNAIR's Training Center
- 28 Finnish Aviation Museum, Helsinki
- 32 Aviation Museum of the Finnish Air Force
- 44 Karelian Air Command visit, Finland
- 58 Magnificent Men and their Flying Machines
- 66 Recce Meet 2014
- 69 Farewell to the Mirage F1
- 70 Visiting the Rafale at BA 118 Mont de Marsan, France
- 96 Cazaux: 80th Anniversary celebration of the Armée de l'Air

Editoriale

- 2 Staff & Contact Info
- 3 Behind the Lens

Cover: The Ramex Delta Team at Cazaux, with our special patches, photo by © Patrice Olivier Index page: Rafale pilot "Mel" flying his mission with The Magazine's patch, photo by the Editor.









Top Laptops, Tablets and Desktops





The BEST cameras and lenses!





Click on ad to shop amazon.COM

Help to keep The Magazine FREE



Publisher: ASR Media LLC.

Advertising: Please contact us at info@airshowsreview.com

Contributing photographers:

Canada: Steve "Hornet" Bigg

USA: Ricardo von Puttkammer, Dan Adams, Stefan Seville, Norman Graf,

Aaron Rumfallo

Europe: Peter Thivessen, Wolfgang Jarisch, Ray Pace,

Far-East: Takeshi Shinoda, Yoshiaki Wakana

The Magazine is published six times a year and it is available for a **FREE** download from our website **www.AirShowsReview.com**. Please note we do not accept any unsolicited articles or images for publication.

Printable copies in Acrobat .pdf format are available at \$9.99 per issue s/h included for North America. Yearly editions of six issues at \$19.99 s/h included for North America. Click here to purchase.





Copyright 2014 ASR Media LLC. The Magazine may not be edited, or sold without prior written consent. However, you are free to distribute it for no charge, as long as it is back linked to our site. All trade names, trademarks, manufacturer names, photographic images and textual works used in this publication, are the property of their respective owners. While ASR Media LLC., strives for factual reporting of events ASR Media LLC., is not responsible for the accuracy of the content or for the opinions expressed by authors of their respective articles and reports.



5

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

I've been involved with creating web content since 1999. In 2005 I started focusing more seriously on photography and in particular on two areas of my many interests in photography: armoured fighting vehicles and aircraft. I visited museums worldwide, and I published some of my images on my sites.

Then it occurred to me, as my image collection grew, perhaps instead of just putting them on my site, why don't I create a more interesting way to share them? Perhaps working with one or two like-minded individuals, we could cover so much more. After visiting several air shows in 2006 and 2007 I looked into what was available in digital content. Apart from a few websites there was no digital publication that an interested reader could download. Although there were several dealing with aviation, warbirds etc. everything was in print. As a result, I looked into this further and developed some ideas. I realized that traditional print media was fading fast and would soon be extinct just like the dodo bird.

I became friends with a couple of photographers I met at air shows. With one, we decided that it would be a good idea to write reports about air shows we attended to enhance the content of our websites. Between the two of us we could cover many more air shows, and perhaps start up a publication.

In 2008, towards the end of the air show season, I foolishly mentioned my ideas to a couple of other photographers I had met at air shows, whom I thought I could trust. I talked with them about jointly forming such a publication. We agreed to keep in touch and to work together. Well these two, who shall remain nameless, decided to leave me out of my own idea and decided to do it on their own in 2009, just as I wanted to launch *The Magazine*. Regardless, I continued, and finally the first issue of *The Magazine* was available in December 2009 with an exceptional collection of quality photographs accompanied by short articles and summaries. A lot of time has passed since the first issue, and the contributing staff grew, and several of them also departed for various reasons. My number one priority, which continues to-date, is the quality of the images. Only the best will do!

It is now very ironic that my imitators, as of December 2013, stopped publishing their issues, and the ones who still print, now only do so in a limited capacity for subscribers only, only changed over recently to digital editions. *The Magazine* was and is the trend setter that has been copied and yet never been surpassed by the quality and the size of images and the variety of content that are available for FREE!

2014 North American Military Team Schedules





One of the interesting aspects of working on The Magazine is that I meet a lot of people involved with aviation, many of them are pilots military or civilian. Sometime ago, I met an Iranian pilot, who had flown in the Iranian Air Force, to be specific he flew for the Islamic Republic of Iran Air Force (IRIAF). To protect his identity, his name and photos of him will not be used in the following interview.

ASR: Why did you join the AF? Was it mandatory to join a service or was it voluntary?

Ex- IRIAF pilot: I always used to love airplanes and also one of my relatives was an Air Force Fighter pilot (The Imperial Iranian Air Force [IIAF]). I grew up watching him flying and I knew that is what I wanted to do for my career. It wasn't mandatory to join the air force but it was mandatory to serve two years in the armed forces. I trained and served in the Army and was selected for the special forces and served for two years before I joined the air force.

ASR: How long was your training and on which type of aircraft?

Ex- IRIAF pilot: The general training takes 4 years before one gets their wings and is assigned to operational squadrons. The first 8 weeks are the basic officer training followed by English classes in the morning and parachute, survival and basic academics in the afternoon. My first flights were on gliders followed by T-45 (Cessna 172), after that we flew on Pilatus PC-7 and Embraer Tucano's. After those the pilots decided to go into either fighters, heavy transports or helicopters. I and 8 other guys were selected for fighters and started our jet training on the T-38 Talons. We later moved onto F-5F (two seater trainers) which followed by F-5E Tiger II aircrafts. Most of my flying was done on F-5s and I loved it. We used to get two or sometimes three hubs per day! I was later selected out of 19 students to fly a more advanced fighter the F-14 Tomcat. Few of the other students moved on to MiG 29s.

ASR: While you were training on the T-38s, did you ever fly faster than the speed of sound?

Ex- IRIAF pilot: Actually after the basic training we've flown quite a few supersonic flights, my first supersonic flight was on the T38 Talon and pretty much we flew supersonic on all the types of aircraft I flew.

ASR: Where you ever in combat?

Ex- IRIAF pilot: I was never in combat but pretty much all of my instructors had years of experience in combat and were very seasoned fighter pilots.

ASR: Can you tell me what was like to fly the one you flew the most?

Ex- IRIAF pilot: It was the greatest feeling in my life. Its hard to describe it. That's why its very hard sometimes to connect with people who haven't gone through the same experience. The feelings of freedom and power and joy and fear and happiness all mixed together; like riding a rollercoaster but a million time's better. It makes you feel like a superman! Invisible, they say fighter pilots are arrogant and cocky! I say that's about right but they have a good reason for that. It's an elite group of highly skilled professionals who demonstrate the highest order of physical and mental discipline with very little or no room for mistakes. Once you have experienced being a part of this group it's very hard to be able to explain to others what it feels like. Flying the F-14 Tomcats was fun for sure but compare to F5's it was lots of work. More electronics and more responsibility specially I was flying with senior instructors in the back seat breathing down on my neck but nevertheless I had a great sense of pride flying it.

ASR: If you could have flown a different type while in the AF which one would you have chosen?

Ex- IRIAF pilot: I liked to fly the F-5 but there was nothing which came even close to the F-14 so I was more than happy to fly it.

ASR: After your exit from the AF did you fly any other military aircraft?

Ex- IRIAF pilot: I didn't fly any other military Aircraft after I left the Air Force. I have friends who are flying fighters but not me. I still fly civilian planes but nothing close to what it used to be. Maybe one day I can save some money and go to Russia to fly MiG-29 or Su-27. As far as I have heard they allowed few pilots to control the plane after take off and on higher altitude. I am pretty sure that they would allow me to fly it a bit while we are up there.

ASR: Now that you are no longer with the AF, if you would have the opportunity which one you would like to fly?

Ex-IRIAF pilot: I would definitely like to fly the Su-35 or the new MiG-29M with vector thrust. It's definitely a different sense of flying compared to the conventional fighters I flew back in my days.

ASR: Since in your past air force there were many Russian made aircraft, in your own opinion do you think the current US aircraft are superior to the current Russian one?

Ex- IRIAF pilot: I believe that both Western and Russian fighters have advantages and disadvantages. The American planes are great with technology and electronics but they are expensive and heavy on maintenance. On the other hand the Russian fighter planes are not as good in hi-tech electronics (they are getting better as time goes by) but they are great in terms of durability and operation in harsh condition with minimum costs. In the air they are both great but ultimately it comes down to the experience of the pilots and the condition of engagement. In a close dog fight with same skilled pilots I think both Western and Russian planes are great and equal match.

And, with that our brief interview ended.

Page 4 INDEX



AIRSHOW, CHINO, CALIFORNIA ARTICLE AND PHOTOGRAPHY BY NORMAN A. GRAF



The Planes of Fame museum in Chino, California, honored the history and contributions of the men, women, and aircraft of the 8th Air Force in World War II during its annual air show May 3-4. "A Salute to the Mighty Eighth" featured more than forty warbirds in the air and a panel discussion with several veterans in attendance. In addition to the historic aircraft, the air show featured a tactical demonstration by the US Air Force's premier fighter aircraft, the F-22 Raptor, and, in a demonstration which unites the past with the present, a Heritage Flight of the F-22, P-38, P-47 and P-51. A highlight of the show was seeing four P-47 Thunderbolts flying in formation.

This warbird extravaganza featured WWII Pacific, WWII European and Korean air war demonstrations interspersed with aerobatic displays. Almost all of the aircraft scheduled to fly were parked in front of the fence, and this area was open in the morning to allow close-up viewing. Additional aircraft, including a PB4Y Privateer and A-4 Skyhawk, were on static display only. There was also a re-enactors camp set up, with a Sherman tank, a Hetzer tank destroyer and several other ground vehicles on display. Some of the re-enactors and jeeps would later take part in the Korean War close air support demonstration. The flying began promptly at 1100 with a four-ship formation composed of a P-38 Lightning and three P-47 Thunderbolts. This was followed by three C-47 Skytrains making several passes.

Rob Harrison, the "Tumbling Bear", put on a beautiful aerobatic performance in his new Zlin 142c aircraft. Sean D. Tucker, flying the bright red Oracle Challenger III biplane amazed the crowds as only he can, opening his performance with a series of snap rolls on the down line and never letting up until after he had completed his signature triple ribbon cut. It was great seeing John Collver overcome the engine problems he had experienced earlier in the season and return his AT-6 "War Dog" to the skies. Ron Hackworth put on a similarly graceful aerial demonstration piloting the N9MB Flying Wing. Clay Lacy showed what a Learjet can do in the hands of an experienced pilot, and few people have more experience than he. But for many, the aerobatic highlight of the show was seeing The Horsemen perform their flawless formation routine. And not only once, but twice: first in the P-51 Mustang and again in the F-86 Sabrejet, keeping the three aircraft in perfect synchrony through a beautiful series of loops and rolls.

The Pacific Theater Demonstration featured two F4U Corsairs, an F6F Hellcat, three B-25 Mitchells, an SBD Dauntless, a TBM Avenger, a Val (replica), Zero, FM-2 Wildcat, P-40 Warhawk and P-51 Mustang.

The European Theater Demonstration featured two B-17s, seven P-51s, a P-40, Spitfire, Pilatus P-2 and a lone FW-190. Clearly, air superiority belonged to the Allies.

The Korean Air Battle Demonstration began with a ground convoy driving out onto the runway. It was attacked by a Yak-3, which resulted in a Forward Air Controller AT-6 calling in air support. The air battle escalated with the arrival of an F4U, a P-51, an AD-5 and an F7F. The appearance of a MiG-15 soon caused both an F-86 and a T-33 to be scrambled and the vintage jets quickly engaged in a spirited dogfight.

The F-22 Raptor put on an impressive display of modern jet fighter capabilities, demonstrating how far technology has progressed in just over fifty years. It was later joined by a P-38, P-47 and P-51 for the Heritage Flight.

Temperatures approached 100 degrees on Saturday but luckily a nice breeze kept things comfortable. Anyway, in California cool is not a temperature, it's a state of mind, and with that attitude the crowds enjoyed the incredible performances of almost fifty aircraft flying virtually non-stop in the beautiful blue SoCal skies.



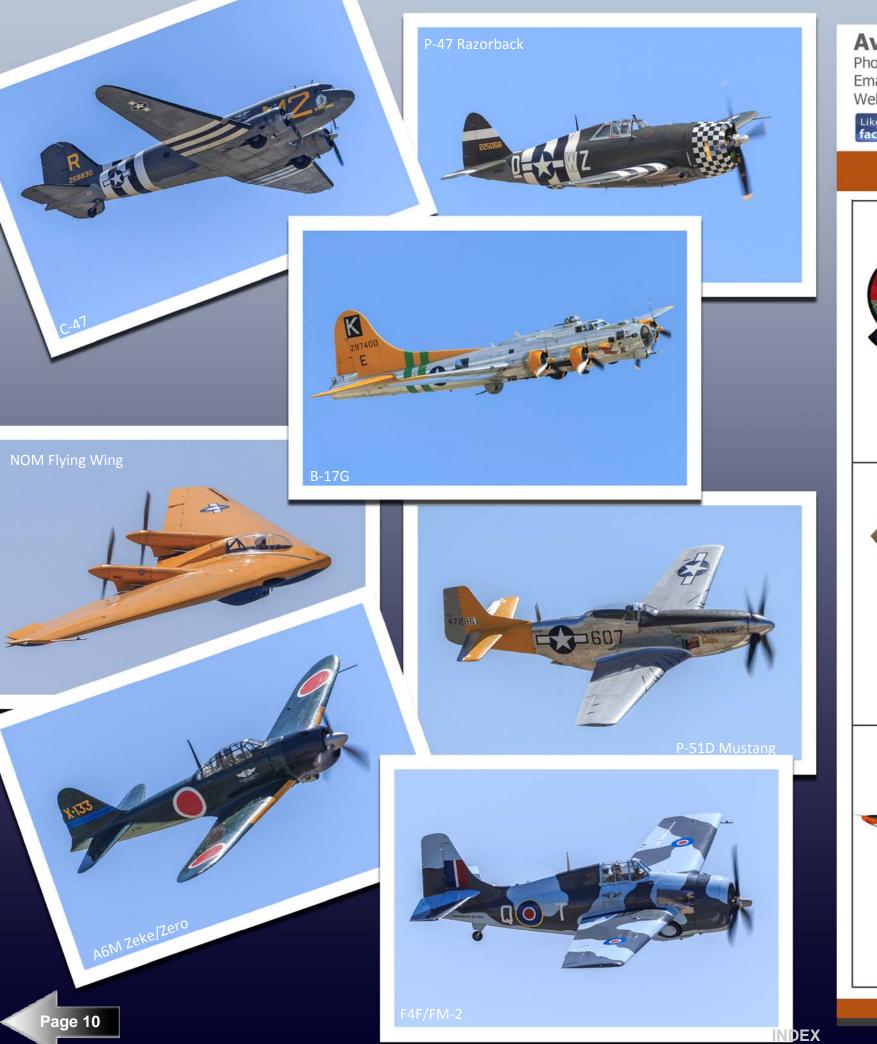


A trio of Mustangs above, MiG-15 and F-86 below.





Heritage Flight: P-38, P-47, P51 and F-22



Aviator Gear

Phone: 888-376-2256 Email: info@aviatorgear.com Website: www.aviatorgear.com



Like Us On facebook Click on page for further information!



Your online wingman











The Red Bull Air Race World Championship series returned for the 2014 season after a 3 year hiatus with stops in Abu Dhabi, U.A.E. and Rovinj, Croatia before arriving in Putrajaya, Malaysia, a city located about 30km south of Kuala Lumpur. Putrajaya is a very new city, mostly built within the last 20 years. The manmade lake that sprawls north to south through the city was the racing venue for this third stop of the 2014 Championship.

The southern end of Putrajaya Lake was the concentration of this Air Race. Two bridges (Seri Saujana Bridge to the north and Seri Gemilang Bridge to the east) formed figurative barriers for the race course. Pilots entered the track due west over Seri Gemilang bridge to pass through the start gate. After a slight left turn to enter gate #2, the course then flowed through a 3-pylon chicane - passing to the left of the first one, right of the second, and left of the third. An extra pylon posted past the chicane required pilots to manoeuvre into a hard right turn to set up for the third standard gate. A left turn after gate #3 set up the pilots for gate #4, at the north end of the course. Upon passing through gate #4, the course dictated a vertical turning manoeuvre to aim the pilot back at gate #3. This started the second pass through the course, in reverse. After passing through the start gate, another vertical turning manoeuvre was required to send the pilots back to gate #2 for another lap. The run was complete when the pilot passed through the Start/Finish gate for the second time, due east.

Red Bull Racing Format: For the race, the pilots are allowed to practice and survey the course one by one throughout the two days prior to Qualifying Day. They are officially timed in their runs on Friday, and using those times, ranked in a running order for Qualifying on Saturday. Qualifying consisted of two heats, with the best time of each pilot between the two heats being used to determine their racing order and matchups for the Top 12 round on Race Day. The Top 12 round is a head-to-head style competition, where the fastest and slowest qualifiers are pitted against each other, 2nd and 11th fastest, and so on. The winner of each matchup and the two fastest losers move on to the Super 8 round. The pilots then fly the course in order from slowest to fastest times from the Top 12 round. The four fastest times from this round advance to the Final Four round. 1st through 4th places are determined by this final heat. If at any time during any round a pilot does not finish his run - for course deviation, safety climb out, pylon strike, or missing his start time - he automatically places last for that round.





Qualifying saw Hannes Arch (AUS) post the fastest time followed closely by Pete McLeod and Matt Hall. In the Top 12 on Sunday, Yoshihide Muroya, Kirby Chambliss, Nicolas Ivanoff, and Michael Goulian were eliminated - leaving Chambliss and Goulian still in search of their first Championship points this season. After the smoke settled from the Super 8 round, Arch, Nigel Lamb, McLeod and Hall had powered through to the final 4. Lamb went first, posting a course record time of 1:15.023. Hall followed with a strong run, but fell short of Lamb's mark with a 1:16.691 time. McLeod roared into the start gate at 201 knots, which was one knot too fast according to the rulebook. He was disqualified after the judges confirmed his overspeed start, in a shocking turn of events - McCleod was expected to threaten Arch's position on top of the podium. Arch followed with his final run of the weekend, and against all expectations, finished slower than Lamb's time by over half a second (1:15.597), landing him 2nd Place. Hall took third, as McLeod automatically dropped out of contention to fourth with his DNF. Lamb, after flying in 44 races over the course of seven years, had finally registered his first Red Bull win. This came as a large surprise, especially with favourite Paul Bonhomme's disappointing finish of 5th and Arch's safe run to 2nd not to mention Lamb had suffered a course deviation penalty (DNF) in the 2nd heat of qualifying.

Race Day (Sunday) resulted in the following Finishing Order:

- 1 Nigel Lamb (GBR)
- 2 Hannes Arch (AUT)
- 3 Matt Hall (AUS)
- 4 Pete McLeod (CAN)
- 5 Paul Bonhomme (GBR)
- 6 Martin Sonka (CZE)
- 7 Peter Besenyei (HUN)
- 8 Matthias Dolderer (GER)
- 9 Kirby Chambliss (USA)
- 10 Yoshihide Muroya (JPN)
- 11 Nicolas Ivanoff (FRA)
- 12 Michael Goulian (USA)



For additional details about the race and the course please read our review on our web site by clicking here. http://www.airshowsreview.com/Red Bull Air Race Malaysia.htm

ASR Media and the reporter would like to thank Caroline Felder (Red Bull) and Jason Anom (Special).

Page 15





How was your flight?

Do you remember when travel by air was a pleasure, or a luxury? If you are over 60 years old you probably do! Oh, the good old days... Wouldn't it be nice to experience some of that again?

Over the years I have travelled tens of thousands of miles by aircraft, for vacations and covering air shows and other related events in North America as well as worldwide. The regular scheduled airlines (not including any charters here) I traveled upon not in any particular order were: KLM, Air Canada, Swissair, Maley, Jet Airways, United, Lufthansa, WestJet, Aeroflot, Air Malta, Southwest, American, Delta, Eastern, British Airways, Bruxells Airlines and recently on Finnair. Some of the listed airlines are no longer operating.

A couple of my flights were very memorable in a very positive way; from my first flight with Malev when I was only 6 years old on a Li-2 in 1959, to my first transatlantic on a KLM Boeing 707 in 1965. Some on the other hand were flights from hell, and it wasn't Aeroflot, as most people would assume.

Unfortunately these days air travel is more of a hassle than anything else. Get to the airport several hours ahead, check-in, line up for security, deal with unprofessional and rude security personnel who probe you and feel you up, x-ray, scan you, and generally handle you and try to make you feel like cattle at a slaughterhouse, and finally after you made it to your gate area and boarded your aircraft, you are now squeezed in like a sardine in a tin can with seats so close that you need to have oil for lubrication in order to ease into your seat.

Oh, did I mentioned the poor customer service, smelly cabin interiors, flight attendants with attitudes, spilling liquids over passengers or their expensive camera gear, broken entertainment units, food that was unfit for human consumption if you are lucky to get any, and the outrageous prices they want for a small bag of salted almonds or food on short haul flights? There are couple airlines I will never fly with again, period, as my experiences with them was so bad. I would rather pay 50% more if I have to fly with another airline.



FINNAIR

INDEX

If you reside in North America, chances are that you probably never heard of Finnair, but do read on,

Finnair is one of the world's oldest continually operating airlines that was founded on 1 November 1923. With no fatal or hull-loss accidents since 1963, it has also been ranked one of the safest airlines in the world. Finnair holds a strong position in the Oneworld airline alliance - chosen as the highestquality airline alliance, by Skytrax World Airline Awards report published in summer 2013, and rated

Finnair originally was founded as Aero O/Y (Aero Ltd), by Bruno Lucander. In mid-1923 Lucander concluded an agreement with Junkers Flugzeugwerke AG to provide aircraft and technical support in exchange for a 50% ownership in the new airline. The first flight was on 20 March 1924 from Helsinki to Tallinn, Estonia on a Junkers F.13 aircraft equipped with floats. The seaplane service ended in December 1936 following the construction of the first aerodromes in Finland. Finnair's plan for longhaul expansion to the United States was first talked about in the 1930s, in the company's early years. The expansion had to wait, however, as plans were put on hold after the outbreak of the Second World War.

During WWII it was a very difficult period for the airline with half of the fleet such as the Junkers Ju 52/3m and DC-2 requisitioned by the Finnish Air Force. After WWII the Finnish government acquired a majority stake in the company in 1946 and re-established services to Europe in November 1947, initially using the Douglas DC-3. In 1953, the airline began branding itself as Finnair.



The Convair 440 twin-engined pressurised airliner was acquired from January 1953 and these faster aircraft were operated on the company's longer routes as far as London. In 1961, Finnair joined the jet age by adding Sud Aviation SE Caravelles to its fleet. These were later exchanged with the manufacturer for Pratt & Whitney JT8D-engined Super Caravelles. In 1962, Finnair acquired a 27% controlling interest in a private Finnish airline, Kar-Air. Finnair Oy became the company's official name on 25 June 1968. In 1969, it took possession of its first U.S. made jet, a Douglas DC-8.

Finnair flights from Helsinki via Copenhagen and Amsterdam to New York began on 15 May 1969. Finnair flew to New York with DC-8 aircraft, which held nearly 200 passengers. Finnair received its first widebody aircraft in 1975, two DC-10-30 planes, which carried nearly 300 passengers. The first of these arrived on 4 February 1975 and entered service on 14 February the same year, flying between Helsinki and Las Palmas, Canary Islands.

In recent years, a key part of Finnair's strategy has been strengthening the company's position in the Asian market and particularly in traffic between Europe and Asia.

Finnair's Far Eastern expansion began with the start of the company's direct flights to Bangkok in November 1976. On 22 April 1983 Finnair opened non-stop flights from Helsinki to Tokyo, the only European airline to offer such a service at that time. As the company was not allowed to fly through Soviet airspace, Finnair had the idea of fitting the DC-10 aircraft with extra fuel tanks, which made the 13-hour flights possible.

Direct flights to Beijing began on 2 June 1988, making Finnair the first Western European airline to have a non-stop route between Europe and China.

Today, Finnair's position in traffic between Europe and Asia is well established and growing strongly. In its Asian expansion, the company is supported in particular by Finland's favourable geographical position: the shortest routes from Europe to the Far East pass through Helsinki.

Finnair is currently operating scheduled flights to 14 long-haul destinations to the Far East and North America: Tokyo, Osaka, Nagoya, Beijing, Chongqing, Shanghai, Xian, Hong Kong, Bangkok, Delhi, Seoul, Hanoi, Singapore and New York. With additional "summer only" non-stop service from Toronto, Canada. The long-haul fleet currently consists of 15 wide-bodied aircraft.

Well, so much about the background and historical facts. By now I'm sure you are interested in "how was the service on our flight?"

Flying in from Toronto's Terminal 3 to Helsinki with Business Class tickets is an excellent way to travel due to the 8 hours approximately of flight. The aircraft is a wide bodied Airbus A330-300, that has angle lie flat seats for the Business Class. This layout is the older type, with dual seat side by side, and many of Finnair's long-haul aircraft have been upgraded to the new "full flat seats" Zodiac Seats UK Vantage model, individual seats which feature flat bed conversions. Regardless, even the older type is very comfortable with 60" legroom, and the seats can be adjusted to an infinite number of positions. Each seat is equipped with AVOD (Audio Visual on Demand) with a large selection of movies, television, music, games and other programming. The personal entertainment screen is approximately 17" in diagonal and are operated by remote control stored in the seat's armrest. Headsets are complimentary as well as blankets and pillows. Tray tables are stored in the seat's armrest, as well as additional seat controls can be found by lifting up the arm rest cover.

The flights from Toronto leave around 10:35 p.m., in the evening and arrive around 1:45 p.m., in the afternoon local Helsinki time. In Toronto the ticket counter personnel are contract people and are not affiliated with Finnair, and unfortunately they do not reflect the friendliness and helpfulness I've experienced once aboard the aircraft, or the Finnair's counter staff in Helsinki.

Once aboard and seated, we were greeted by smiling faces and were welcomed by the cabin crew with our choice of a glass of champagne, orange juice or water. Shortly after our take off we were given a menu to order our dinner from and a separate wine list, that included a selection of excellent wines. I've picked the salmon dinner and Chateau Liot, from France. The food, the wine as well as the desserts were very good, and I had several servings of the dessert, I might add. Alcoholic and non-alcoholic beverages are continuously served by the very attentive cabin crew throughout the flight.

After dinner I adjusted my seat to just about flat position for some much needed sleep. I slept for about four hours and about two hours before our landing in Helsinki "breakfast" was served.

Our landing in Helsinki was 15 minutes ahead of our arrival time, due to some tail wind. I was surprised as well as many other passengers that our aircraft did not pull up to the terminal, as one would expect for disembarkation, but stopped on the apron near the terminal. Meaning that we had to use a ramp with stairs to disembark and to use a bus to get to the terminal. This was the only slight discomfort, on the over all flight experience, due to carrying down on the stairs my rather heavy suitcase cramped with camera gear, versus just rolling my suitcase off from the aircraft. This procedure was also repeated in reverse for our flight back to Toronto.

Here are some interesting facts about Finnair, that may help you to select with whom you want to fly to Europe and beyond:

- Passenger Rights clearly stating of denied boarding, long delays or flight cancellations http:// media.finnair.com/files/pdf/Finnair-Notice-on-Passenger-Rights-2012-EN-uusittu-versio.pdf
- You can be assured that you will arrive on time. Finnair ranks within the Top 5 of major international airlines for punctuality by FlightStats, an independent travel data provider. For example in 2013, in the months of April, May, August and November Finnair was found to be No. 1 globally! With 89.73 per cent of flights arriving within 15 minutes of the scheduled time, Finnair finished 2013 as the world's second most punctual major airline network.
- The connectivity rate for all transfer passengers, meanwhile, exceeded 98 per cent, and 6.8 bags per 1000 were left behind, against the industry benchmark of 10 bags per 1000.
- Finnair has been the Official Airline of Santa Claus since 1983.

As a service company Finnair is organized around the needs of its customers, and a key strategic focus for the airline is the customer experience. The core product offering – destinations, frequencies and the overall customer experience – is created with customers in mind. Something that several airlines should emulate!

After travelling with many airlines over the years, including first class with KLM, and business class with British

Airways, I can honestly say that my onboard experience with Finnair was a very pleasant one.

I certainly would recommended Finnair to anyone, and would fly with Finnair again in the future. If you travel Business Class or Economy with Finnair you can be assured that the cabin crews have friendly smiling faces and are very helpful to ease your travel to your destination.

possible, and enjoyable, especially Ms. Mari Rouvi, and Captain Heikki Tolvanen. The pleasure was truly ours!

Below are some images of the food that was served on our flights, always on a table cloth, under our tray, on porcelain plates with real utensils, and crystal glasses. Note the delicious looking and tasting desserts!









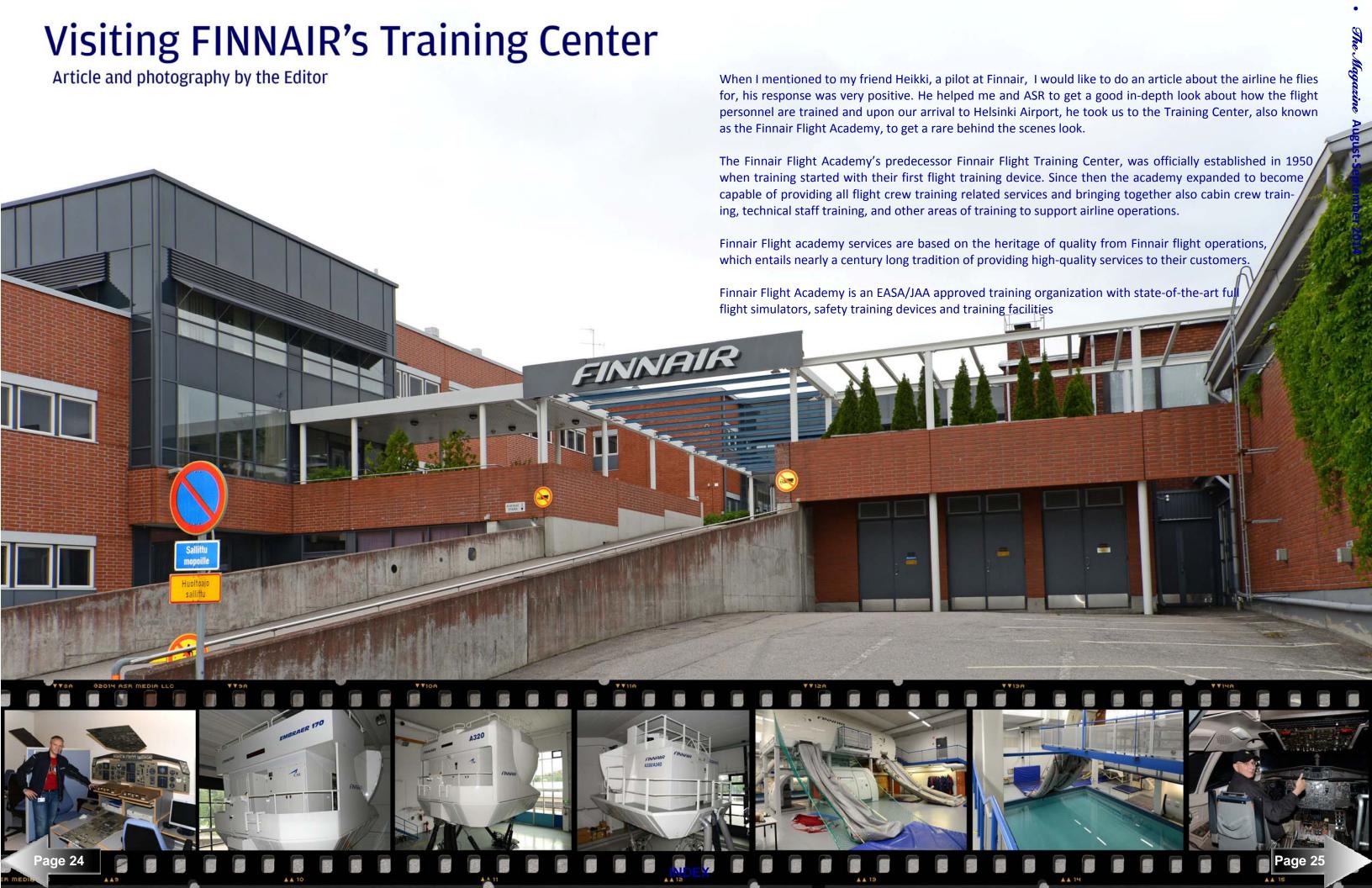
..........











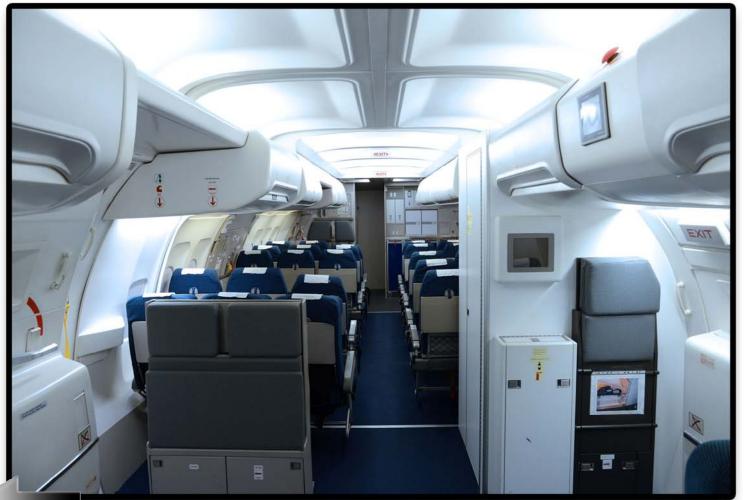
High quality standards, strict fulfillment of authority requirements and strong commitment in upkeep of the facility 24/7 are especially important to Finnair.

We visited Flight Academy that expanded in the summer of 1999 to its present size, located at the airport. The complex houses several live motion simulators manufactured by CAE Inc. The simulators include such as the A330/340 FFS, A320 FFS, E170 FFS, B757 FFS, ATR42/72 FFS A320/340 MFTD and FMS Trainers. All the simulators meet the EASA certification standards. Finnair airline operations require to keep the Finnair Flight Academy simulators up to speed with current aircraft technology. The simulators are maintained to a level that guarantees high reliability 24 hours every day of the year. Each simulator has a wide range of airport scenes available, to ensure that the pilot training can be performed at any airport that Finnair flies to. The Finnair Flight Academy offers simulator time not just for their own pilots but for additional customers, and custom scenarios can be set as required for their customers.

The Flight Academy is not just about flight training for pilots but includes other facets such as Cabin Crew Training, which is more involved than the "coffee or tea" questions one often hears. The course content covers the EU Commission training requirements that include; General theoretical knowledge of aviation and aviation regulations, Duties and responsibilities of cabin crew, Fire and smoke training, Survival and many other necessary that many flying customers may not be aware of.

We had the opportunity to see many of the different facilities that included the Flight simulators, Fire and smoke simulator training room, Evacuation training simulators, Ditching pools were crews are trained for survival in water, and Cabin Service mock-up to classrooms.

We wish to thank Heikki and all other Finnair's personnel at the Flight Academy who made our visit possible.





The Finnish Aviation Museum is located close to Helsinki-Vantaa Airport. Since we are interested in aviation our friend Heikki thought that we would enjoy a brief visit here, and made arrangements prior to our arrival.

The museum collection includes 80 civil and military aircraft and a multitude of other aviation-related exhibits, such as engines, propellers, measuring device, radio equipment, scale models, airport ground equipment housed in three exhibition halls and even flight simulators. The flight simulators are quite unique to the Finnish Aviation Museum. General Aviation experience is available with two different simulators. The nostalgic Piper Aztec simulator brings a real, old, twin-engine aircraft to life using unique Lockheed Martin Prepar3D flight training software - the aircraft upon which the simulator is built served as a school plane, until being damaged beyond repair in a crash near Tallinn in the late 1990's.

For those interested in more modern aircraft, the museum also provides customer flights in the Diamond DA42, training simulator. The Diamond simulator is a fully licensed flight training simulator, owned by the flight school Aeropole Ltd., a partner of the museum.

For those interested in military aviation and a real challenge they can try the Messerschmitt Bf109G2 simulator, portraying one of the finest and most famous warbirds of the Second World War.

We were offered a flight, and my colleague took the control stick for about 30 minutes or so. I passed in favour of just taking images.

The Messerschmitt fighter played a very important role as the main fighter type of the Finnish Air Force during WWII.

If you are in Helsinki, the museum is a must for any aviation enthusiasts. Further information can be found on their website: www.ilmailumuseo.fi



Partial view of Hall 1 of the Finnish Aviation Museum





Partial view of Hall 3 holding civilian aircraft





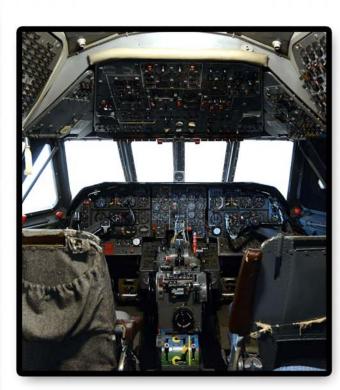
VL Sääski II, above



Messerschmitt Bf 109G2 partial that was recovered in 1999 from the sea



Messerschmitt Bf 109G2 simulator in action



Convair Metropolitan 340/440 cockpit



VL D.27 Haukka II, one of two ever made and is under restoration



The Keski-Suomen Ilmailumuseo — The Aviation Museum of Central Finland is located approximately 180 miles or about 300 kms north of Helsinki, (about 3.5 hours by car) in the village of Tikkakoski. The

Aviation Museum of Central Finland was opened in 1979 and since 1987 it is also the officially Finnish Air Force Museum.

The history of the SUOMEN ILMAVOIMAT — Finnish Air Force can be traced back 6th of March 1918, when Swedish Count Eric von Rosen gave the newly founded Finnish State its first aircraft as a gift — a Swedish license built Thulin D (Morane Saulnier Type L). The Thulin D (replica with several original parts) is displayed at the Museum, which has the personal emblem of the Swedish Count — a blue swastika. The Finnish Air Force (FiNAF) used the blue swastika on a white circle background as their National insignia or roundel until 1945. After 1945 a blue circle on white background became the insignia for the (FiNAF).

Finland gained their independence from Russia on the 17th of December 1917, and this resulted in a Civil War. Both sides deployed aircraft but without any significant results in the outcome of the Civil War. In the 20's and 30's the FAF purchased aircraft such as the French-built Breguet 14, German Hansa Brandenburg W.33, Martinsyde F.4 Buzzard, and the Gourdou-Leseurre B. 3. The latter two planes on display in the museum are the only surviving copies of their kind. Finland at the same time started to develop their own aircraft industry, not just by building aircraft under licence but utilizing home-grown designs.

In the 40's during the Continuation War several German made aircraft such as the Junkers Ju-88, and the Messerschmitt Me-109G were used with other makes such as the Brewster F2A-1 Buffalo, Bristol Blenheim Mk.IV and even the Hawker Hurricane, fought against the Soviets. The only prototype example of the VL Pyörremyrsky is on display at the Museum. This aircraft was developed from 1942 to 1945 based upon the Me 109, including the Daimler Benz engine, reconfigured and wider spaced landing gear.

The VL Pyörremyrsky was built mainly of plywood and showed good handling characteristics from the beginning. The wide landing gear spacing allowed her much better take-off and landing characteristics compared to the Messerschmitt. The aircraft had its maiden flight on the 21 November 1945, by this time the Continuation War was over.

The end of World War II, and the Paris peace talks of 1947 brought with it some limitations to the FiAF, the number of aircraft was limited to not more than 60 with personnel to a maximum of 3000. During the Cold War years, Finland tried to balance its purchases between east, west and domestic producers. This led to a diverse inventory of Soviet, British, Swedish, French and Finnish aircraft, thus one finds Russian-built Mikoyan Gurevich MiG-21 F alongside with Swedish Saab J-35 Draken and British Folland Gnat F.1. Examples of these aircraft are on display at the museum as well as engines, armaments and model aircraft illustrating the wide variety of aircraft used by the FiAF since its beginnings.

The highlight of the visit for many is the Brewster F2A-1 Buffalo on display. The Finnish B-239 (serial no. BW-372, credited with 41 kills), shot up by a Russian Hawker Hurricane and which then crash-landed in 1942 under the control of FiNAF Lt. Lauri Pekuri. In 1998 it was discovered in Lake Big Kolejärvi, about 31 mi (50 km) from Segezha, Russia. The National Museum of Naval Aviation in Pensacola, Florida, USA acquired it, in 2004. In early 2008 the aircraft was loaned to the Keski-Suomen Ilmailumuseo, Aviation Museum of Central Finland for the 90th anniversary of the Finnish Air Force. While it is still on display at the Museum, sooner or later it will return to Pensacola.

The Museum shows Finnish aviation history from its beginning to the present days with the following aircraft on display among others:

- Thulin typ D (F.1) (replica)
- Gourdou-Leseurre B. 3. (8F.12)
- Martinsyde F.4 Buzzard (MA-24)
- Breguet 14 A2 (3C30, BR-30)
- De Havilland D.H.60 Moth (OH-EJA)
- Focke-Wulff FW 44 J Stieglitz (SZ-4)
- Douglas DC-3/C-47 (DO-4)
- Bristol Blenheim Mk.IV (BL-200)
- Mignet HM-14 Pou du Ciel (Flying Flea)
- Fokker D.XXI (FR-110)
- Hawker Hurricane Mk. I (HC-452).
- Messerschmitt Bf 109 G-6 (MT-507)
- VL Pyörremyrsky (PM-1)
- DFS 108 Weihe (OH-WAB)
- SZD-22 Mucha Standard (OH-258)
- Valmet Vihuri (VH-18)
- Mil Mi-1 (OH-HCR)
- Mil Mi-4 (HR-1)
- De Havilland D.H.115 Vampire Trainer Mk.55 (VT-8)
- Folland Gnat Mk.1 (GN-101)
- Saab 91D Safir (SF-2)
- Fouga CM 170 Magister (FM-45)
- Iljushin IL-28R (NH-4)



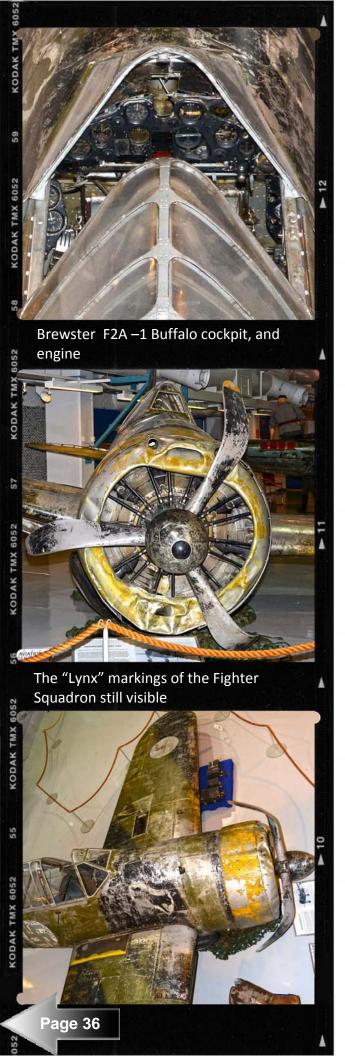
Thulin typ D (F.1) (replica) top right Brewster F2A-1 Buffalo, above and bottom right.

ASR Media would like to thank Mr. Kai Mecklin, Museum Director, LtCol (FiNAF) ret., for his hospitality during our visit.

For further information and visiting hours visit the Museums's website: http://www.airforcemuseum.fi















- Gourdou-Leseurre B. 3. (8F.12) top left
- Bristol Blenheim Mk.IV (BL-200), right top
- Hawker Hurricane Mk. I (HC-452). Bottom left and right



SUOMEN ILMAVOIMIEN KANSALLISUUSTUNNUKSET

THE NATIONAL MARKINGS OF THE FINNISH AIR FORCE



1918-1945

HAKARISTI JA KOKARDI

Hakaristi on ikivanha eri puolillia Eurooppaa ja Aasiaa käytetty ornamentti, jota on tavattu myös Afrikasta ja Amerikasta. Euroopan mantereella sitä on käytetty jo nuoremmalla kivikaudella, Suomessa ainakin nuoremmalla rautakaudella (n. 500 eKr). Hakaristi on symboloinut mm. auringon kehrää, elämän alkulähdettä. Se on myös ollut Thorin vasara ja onnea sekä hedelmällisyyttä tuova merkki. Edelleen sen kuviteltiin suojaavan pahoilta volmilta. Saksalaiset antisemiitit alkoivat käyttää hakaristiä tunnuksenaan 1800-luvun lopulla. Natsipuolueen tunnukseksi se tuli 1920-lu-

Suomen ilmavoimien tunnukseksi hakaristi tuli ruotsalaisen tutkimusmatkailijan kreivi Eric von Rosenin myötä. Hän käytti hakaristiä henkilökohtaisena onnenmerkkinään – kaikki hänen käyttöesineensäkin oli merkitty sillä. Von Rosen lahjoitti ilmavoimille ensimmäisen lentokoneen, joka lennettiin 6.3.1918 Uumajasta Vaasaan. Tämän Thulin D:n siipiin oli maalattu siniset hakaristit. Sinisestä hakarististä tuli ilmavoimien tunnus maaliskuussa 1918. Hakaristiä käytettiin aina 1.4.1945 asti, jolloin se vaihdettiin nykyiseen kokardiin, joka myös on vanha suomalainen sotilastunnus.



0/5_

THE SWASTIKA AND THE ROUNDEL

of Europe and Asia, and it has also been discovered in Africa and America. In the continental Europe it was known as early as the New Stone Age, and in Finland in the New Iron Age (about 500 BC) or even earlier. The swastika has symbolized the sun wheel, the source of life, for example. It has also signified Thor's hammer and has been a provider of happiness and fruitfulness. It was believed to protect against evil powers too. German anti-semiles adopted the swastika as their emblem at the end of the 19° century. During the 1920's it became the symbol of the Nazi party and it was designated in the German national flag in 1935,

The insignia of the Finnish Air Force, the blue swastika, was brought to Finland by Swedish explorer Count Eric von Rosen who used a swastika as his personal lucky emblem — even his utility articles were all marked with it. Von Rosen donated to Finnish Air Force the first aircraft. It was flown from Umeá, Sweden, to Vaasa on 6th March 1918. This Thulin D had blue swastikas painted on its wings and the blue swastika became the Air Force insignia in March 1918. The swastika was used until 1th April 1945 when it was replaced with the current roundel, also an old Finnish military emblem.



- History of National Markings, top left
- Fouga CM 170, note the twin 7.5mm machine guns in the nose, top middle
- MiG 15 UTI with the "Lynx" markings left bottom
- Me 109G2 mid bottom

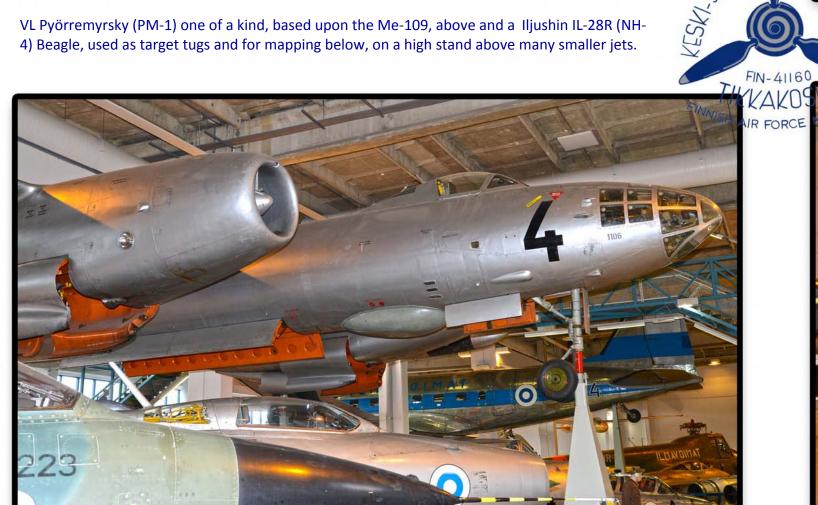














Valmet Vihuri II (Gale) a Finnish advanced two-seat fighter trainer aircraft, serving in the Finnish Air Force between 1953 and 1959, above and Saab 35S Draken, below









A Folland Gnat F Mk1, above and Saab 35CS Draken, with a MiG 21, outside of the Museum's grounds, below, and there is a shell of MiG-17 painted up in funky colours, that is shown on page 30.





Visiting the Karelia Air Command, Finland Article by the Editor with photography as noted

I've never been farther north than 50° parallel ever in my life. And, now I am at 63° 0' 31" North, the same parallel latitude as Frobisher Bay, Canada, however, I am not in my home country but instead in Finland. The country known for Information Technology such as Nokia telephones, Nokian tyres, 187,888 lakes, excellent vodka, sauna, moose, reindeer, not to mention the 42 different types of mosquitoes, and apparently the home of Santa Claus. According to the Finnair's livery, on some of their aircraft, maybe because Korvatunturi has long been known as Santa's home, and two theme parks, Santa Claus Village and Santa Park are located near Rovaniemi. The Finns also invented ice skates. However, I am not here to see Santa, or to learn to skate, but to see some F/A-18s.

I am not alone but accompanied by Ricardo, one of our reporter/photographer, and Heikki, a former FINAF personnel who is now flying as Captain at Finnair, nor we're here for an aviation tour either. ASR Media is here for an Air Base visit to learn about the Finnish Air Force (FINAF) which had been officially sanctioned, for which we are very grateful. We were invited to see a Fighter Squadron (FS) 31 stationed at the Karelia Air Command. Their Squadron insignia is a Lynx.

Karelia Air Command is located in Siilinjärvi, 14 kilometres (9 mi) north of Kuopio city centre. Kuopio is 393 km northeast of Helsinki. The Air Command is located at the southern section of the Kuopio Airport, which is almost completely surrounded by the nearby lakes. The weather was changing very quickly with dark clouds blowing in, that indicated a few quick and imminent showers.

At the air base entrance we were met by Captain Tomi Lyytinen. After our passports were verified, we followed Capt. Lyytinen, in our rental car onto the base. We were taken to the Operations building where we were introduced to our host Major Ville Hakala, the Commander, of the FS 31.

Maj. Hakala, presented us with an in-depth slide presentation about the mission of the FINAF, and of the FS 31. From the presentation we had learned the following:

Finland is not part of NATO, while it has been a member of the European Union since 1995 and became part of the Eurozone in 1999. Finland, however is part of Nordic Defence Cooperation (NORDEFCO) since November 2009. The purpose of NORDEFCO is to strengthen the participant's national defence, explore synergies and facilitate efficient common solutions. The members are Denmark, Finland, Iceland, Norway and Sweden. Finland has a relatively small military force and their objective is strictly defence of their bor-

There are three Air Commands in Finland; Air Commands Lapland Air Command, Karelia Air Command, and Satakunta Air Command. The Air Commands focus on an operational mission of providing surveillance and air policing of Finland's airspace on a 24/7 basis year-round.

Karelia Air Command, also know as Guardian of Eastern Finland's Airspace, provides airspace surveillance over its area of responsibility (AOR) in Eastern Finland, prevents airspace violations, and trains conscripts, reservists, and active duty personnel. The Air Command continuously strives to maintain and improve its readiness and other capabilities. It has a 24/7 operational command and control capability. Currently, Colonel Ossi Sivén, is the Commander of Karelia Air Command. The FS 31 consist of twenty F/A-18 Hornet fighters and six radar stations.

In 2013, the Air Force was assigned to train and evaluate an expeditionary unit to such an extent that it can enter the NATO Response Forces Pool 2014 to supplement the Immediate Response Force when necessary. The expeditionary unit is now ready to offer a four F-18 aircraft flight to safeguard airspace as part of combined crisis management operation. The training of the unit was planned and carried out by Karelia Air Command.

The Karelia Air Command's roots can be trace back to March 1918, in Antrea (present-day Kamenogorsk, Russia) in the Karelian Isthmus, hence the name. An excellent and detailed history is available on Finnish Defence Forces' web site by clicking on this link http://www.puolustusvoimat.fi/ thus no need for me to repeat it.

The Finnish Air Force selected the F/A-18 Hornet, that was originally designed for the United States Navy, to replace its Saab Draken and MiG-21bis interceptors in 1992, and the type entered Finnish service in 1995–2000. Finland's two-seat F-18Ds were built by McDonnell Douglas – which subsequently merged with Boeing – while the assembly of the F-18C single-seaters took place at the Patria Finavitec plant in Finland. In Finnish service there are: 55 single-seat F/A-18Cs and 7 two-seat F/A-18Ds.



MiG-21bis Gateguard

Even though the Hornets normally operate from permanent air bases, they can be dispersed and flown from highway strips in the event of crisis.

The Hornets are currently undergoing extensive mid-life upgrades. The last MLU 1 configured aircraft was rolled out in late 2010. The MLU 1 program focused on bettering the type's air-to-air capabilities and brought about a helmet-mounted sighting system for improved close-in combat capability and the updated AIM-9X version of the Sidewinder infrared guided missile. A new interrogator/transponder was fitted to facilitate identification in combat, and a tactical moving map selectable on the cockpit displays was installed.

The second upgrade, designated MLU 2 is under way, aircraft that have undergone the MLU2 upgrade are being taken into operational use. The F/A-18 Hornets will reach full operational capability by 2018. The primary objective of the MLU 2 is to enhance the Hornet's capability for beyond visual range combat, its airto-ground capability will be activated and the interoperability of equipment will be improved. The Hornet's a surface attack capability will be used to support the combat of the other services during joint operations. In addition to this, the MLU 2 program introduces an improved AIM-120 AMRAAM radar-guided missile for upped air combat capability, updated communication and navigation systems, and the Link-16 data link for interoperability. The upgrade will enhance the Hornet's capability for beyond visual range combat, its airto-ground capability will be activated and the interoperability of equipment will be improved. Other modifications include the substitution of cathode ray tube cockpit displays for liquid crystal units, and updates in the sensor and electronic countermeasures suites. On top of all these, the aircraft receive software updates, spares are being procured for the remainder of the type's life span, the jet's structure is beefed-up, and engines are subjected to overhaul.

The Hornets are soon coming to the end of the second third of their life span. Other operators of Hornets, such as the RAAF and RCAF are looking into the next generation of fighter to replace their aging fleet. By the 2020s the Hornets reach the end of their life span. It will be interesting to see which aircraft the FiNAF will choose to replace it.

The primary mission of the Air Command is defensive, to protect the air space over Finland. The air base has a quick reaction force, and a Hornet or several of them if required, can be launched in a very few minutes and directed towards their target to ward off any intruders that may approach and cannot be identified by radar. Air policing is a necessary phase of its operation. Despite being the primary mission of Karelia Air Command, air policing forms just a small part of the whole spectrum of operations that the Air Command undertakes. For effective air policing, the Air Command's entire personnel must work together seamlessly and possess the full mastery of their duties.

The full missions of Karelia Air Command include air policing over its area of responsibility, the prevention of the unauthorized use of airspace, and the training of conscripts, reservists, and active duty personnel. To carry out these missions the Air Command maintains the continuous surveillance of airspace using ground-based and airborne radars and launches a quick reaction alert fighter on an identification mission if required.

Karelia Air Command prepares for wartime operations by keeping all appropriate plans up-to-date and maintaining its equipment ready for use. Designated personnel and materiel are "ready to roll" around the clock, 365 days a year. The Air Command employs six hundred professionals of all trades. The number of active duty staff and other personnel in permanent jobs is 450, while the remainder 150 is conscripts carrying out their military service.

After the mission briefing, we were taken to the F-18 simulator, where we were given an hour to try to fly the F-18. My colleague took first turn in flying the simulator, and I gave up my seat to our Finnair Captain, for him to enjoy the rare experience. After the simulator we were treated to lunch by Maj. Hakala, at a nearby restaurant off the base. As we were returning, the dark clouds were over the base, and a few drops made their ominous presence known, as to what to expect any minute. And, it wasn't for long it started to pour very heavily.



Page 47

The deluge of rain threatened taking images of aircraft taking off and landing as well as taking photos of Capt. Fingerroos, the solo demo pilot, who was at the base practising for an upcoming air show in Denmark, and was scheduled to fly. While it rained we proceeded to take images inside one of the hangars, and the maintenance personnel demonstrated how quickly they can load AIM-9X and AIM-9M the missiles to the wing rails. We also had a chance to sit inside the F/A-18 MLU 1, and have our photos taken.

The rain, luckily for us, stopped rather quickly and some sunshine broke through the dark clouds. Capt. Fingerroos now was able to get into his aircraft, which was just a regular Hornet without any special paint scheme unlike the Canadian CF-188. I've mention the Canadian as a reference as the RCAF they share the same left side light to identify aerial targets, as the FINAF Hornets do.

We went out to the tarmac to take photos of him taking off, making impressive rooster tails on the wet runway, but a bit far from taking good enough images. He lifted the Hornet quickly and performed a very impressive demonstration of his skills and the ability of the Hornet. To our surprise he even deployed flares, which caught us off guard at first.

Just as Capt. Fingerroos landed and after posed for some images the rain returned, first a few drops only. We were informed that three Hornets will be launching, thus we walked back to the infield as close as we could to the tarmac to watch them take off. By now it was pouring heavily, and of course we had no rain gear on, we got truly soaked, but kept on shooting. Well one of us with the pro Nikon gear did, as they are very well sealed for such actions. Once all of them were up we then headed back to the operation building quickly to dry off our gear with paper towels.

We spent another hour or so talking with Capt. Fingerroos and Markku Kangasniemi Chief of the Maintenance. From Capt. Fingerroos we learned about the Finnish Air Force Hornet Demo Team.

[Interview by Ricardo von Puttkammer]

ASR: Could you please state your background in the FINAF?

Capt. Fingerroos: Yes, of course. My name is Mikko Fingerroos, and I am currently the Finnish Air Force's Hornet display pilot for 2014. I joined the air force in 1998 as a conscript. After going through the training syllabus, flying the Valmek L-70 Vinka primary trainer and BAE Hawk advanced jet trainer, I graduated on the Boeing F/A-18 in 2003. I am a flight commander with Karelia Air Command with over 1,000 hours on the Hornet, 500 hours on the Hawk and about 200 hours on the Vinka.

ASR: How were you selected to be the demo pilot and how long the assignment lasts?

Capt. Fingerroos: It takes 8-10 years of flying experience to get the highly coveted position of demo pilot. The squadron commander selects the pilot for the demo team. This is a 2-year assignment, where on the first year the pilot performs backup duties, always ready to fly the display if the main pilot is not available due to health or other reasons. This is my second and final year with the Hornet Demo Team.

ASR: How many air shows you perform in a year and do you go abroad?

Capt. Fingerroos: The Hornet Demo Team performs at about 10 air shows per year in Finland and one abroad. 2014 is an exception since they will be going to two shows overseas: Karup, Denmark in June and Ostrava, Czech Republic in September. The main air show in Finland is Tour de Sky – Oulu International Air Show August 9-10, 2014.

ASR: What is the purpose of the demo team?

Capt. Fingerroos: The team's purpose is to show the Hornet's air combat maneuvering capabilities and to inspire the young to join the Finnish Air Force. The display routine is updated every year. When possible I greet the public personally after landing my Hornet, being in the spotlight is a new experience for me.

ASR: We noticed that you deployed flares today is this normal for every show, and how many flayers are deployed during a performance?

Capt. Fingerroos: The flares are not always used, but when they are up to 120 flares are deployed during my display.

ASR: Do you have a dedicated maintenance personnel that goes with you to every show?

Capt. Fingerroos: The Demo Team uses the services of other maintenance squadron personnel, for their two aircraft, one being a spare, while performing at Finnish air bases, however when flying at Finish civilian air fields and military bases abroad, the team brings maintainers from their home base, Squadron 31.

ASR: Thank you Captain Fingerroos for your excellent demonstration today and for your time.

Capt. Fingerroos: You're welcome!

Thus our visit came to end at the Karelia Air Command, in Finland.

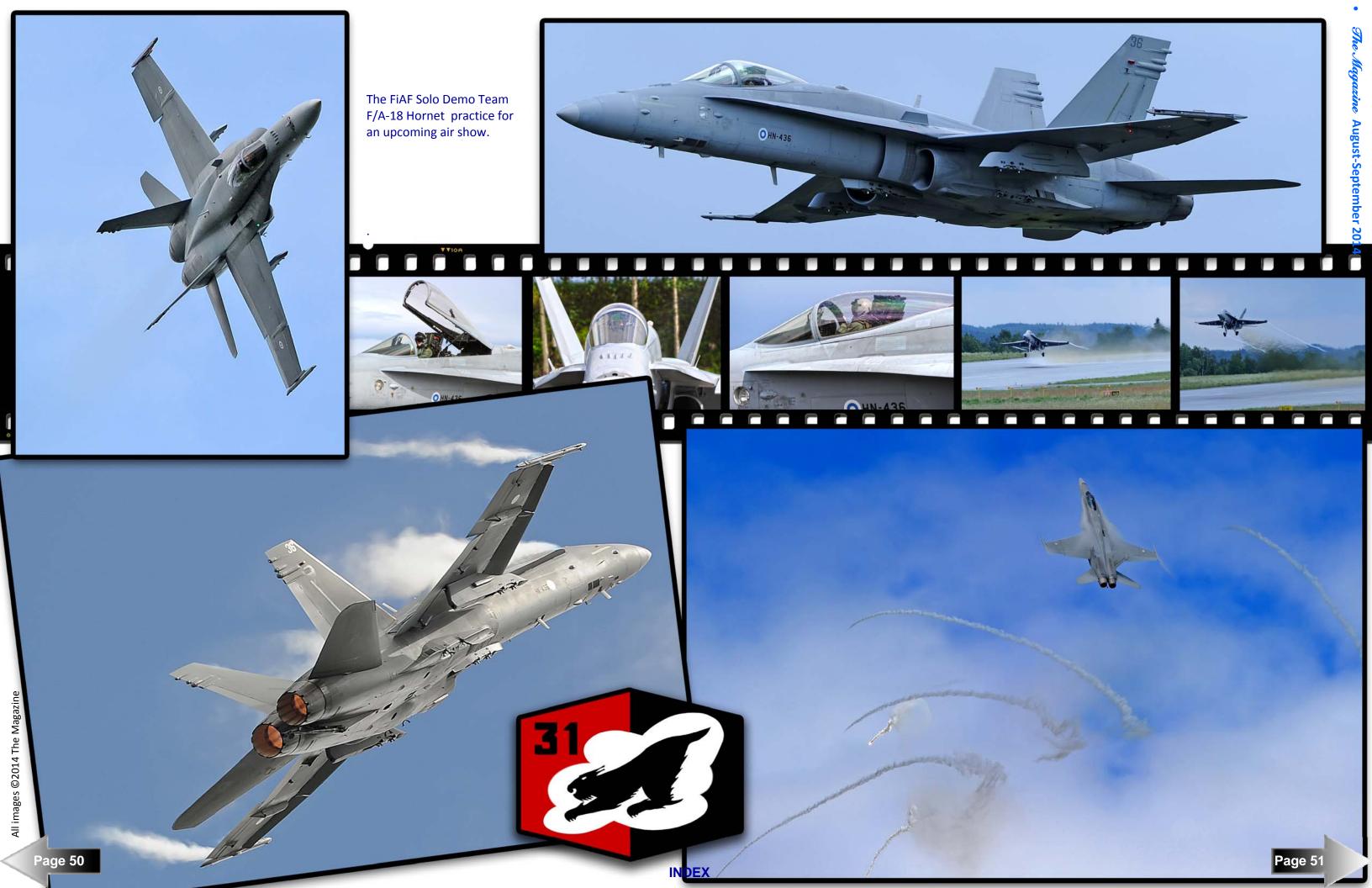
ASR Media LLC, would like to thank all the people who were involved with our visit, especially Laura Kaipainen, Public Affairs Officer, for the Finnish Air Force, Major Ville Hakala, Captain Tomi Lyytinen, of FS 31, and Captain Mikko Fingerroos, Solo Demo pilot.



All images on this page unless noted ©2014 Ricardo von Puttkammer



0









MAGNIFICENT MEN AND THEIR FLYING MACHINES....

REPORT AND PHOTOGRAPHY BY NORMAN A. GRAF

Meeting Aérien 'Le Temps des Hélices'

La Ferté! To airshow enthusiasts around the world these two words immediately conjure up visions of what is widely accepted to be the best vintage aviation event on the European Continent. This two-day affair takes place over the weekend of Pentecost, which explains why the dates change every year. This year it happened to fall right after the 70th anniversary of D-Day. The event is hosted by the Amicale Jean Baptiste Salis at the Aérodrome de Cerny / La Ferté-Alais located roughly 50km south of Paris. It features flying performances by airplanes from the dawn of powered flight to the jets of the modern French Armed Forces.

The airfield lies at the top of a rural hill with a single winding lane as its only access. Despite this fact, the traffic moved relatively quickly through the multiple payment lanes and on to the expansive parking field. Recent thunderstorms had soaked the grounds and one had to be careful of the mud in places, but overall things worked fairly well, at least on Saturday. Anyone accustomed to Oshkosh would feel right at home, including the on-site camping facilities. There are no security checks and many families brought everything needed for a day-long picnic outing. There were quite a few food and drink stands offering everything from bake-sale items from local school organizations to more professional vendors. The prices were very reasonable by airshow standards and the quality was also quite good. A whole tent city was full of various exhibitors and purveyors of aviation-related books, surplus parts, clothing and other paraphernalia.

But the reason to be here is to see the planes, which meant heading all the way to show right where all the

But the reason to be here is to see the planes, where the planes is to see the planes, where is to see the planes, which is to see the planes, where is to see the planes, where is to see the planes, which is to see the planes,

aircraft were on static display. Entry required an additional 5€ fee which seems to be the norm for European shows. The aircraft are roped off, but one can get fairly close and they are parked far enough apart to get decent photos. The intermittent rain on Saturday morning interrupted the static viewing, but the open hangars provided shelter and the Manhattan Dolls provided musical entertainment.

The flying portion of the show began shortly after noon, by which time the skies had cleared and the temperatures had risen. The allure of this meeting is its flying coverage of pretty much the whole of powered flight with, of course, an emphasis on propeller-driven aircraft. It is, after all, called 'Le Temps des Hélices' or "The Age of Propellers."

The undulating grass strip provides a historically accurate runway for most of the early aircraft. It is bordered on the far side by dense groves of trees, providing a verdant background for the takeoffs and landings. With the sun over your shoulder most of the day, it makes a perfect setting for photography.



The only downside is that the flying takes place at quite some distance and the circuit is arranged such that most of the time one is seeing the underside of the aircraft as they turn in front of the crowd.

The flying is ordered roughly chronologically and features a nice mix of warbirds, aerobatic mounts, general aviation and civil transportation. Each of the segments features a thematic selection of aircraft and, although roughly similar from year to year, is customized annually. This year's coincidence with the 70th anniversary of the Normandy invasion led to an emphasis on that event among the WWII-era aircraft.

Indeed, the flying started off with an airdrop from a DC-3 (C-47). Four Skytrains (or Dakotas) were featured during the day, although none were in military markings. All of those were evidently busy at other D-Day events. Next was a flyover by aircraft from the French Navy: two Super Etendards, two Rafales and a Morane Paris. The Rafales simulated a buddy refueling flight then put on a short tactical demonstration,

followed by the pair of Etendards and the Morane Paris. And then it was time to take a trip back to the first decade of powered flight as two Moranes and a Blériot took off and performed lazy maneuvers in the sky. The comparison to the previous jet flights was an impressive display of the amazing technological advances in aeronautical engineering that



have occurred in the last century. Then it was on to the First World War, with a dozen period aircraft joining up for a mass flyby, followed by a spirited dogfight between the Red Baron's Fokker Triplane and an RAF SE-5. The historical sequence was interrupted by an aerobatic performance by the Patrouille Reva flying three futuristic AcroEz aircraft.

World War II featured the Luftwaffe's Junkers 52s and Storch aircraft and a segment honoring the Normandie-Niemen Squadron: Free French fighters who fought on the eastern front flying Yak-3s and Yak-11s. The Breitling Wing Walkers, perched atop two bright orange Stearmans flying in formation, provided another aerobatic interlude before the remainder of the Second World War flights. These featured combinations of liaison aircraft, fighters, bombers, and transports. Oddly enough, a recreation of the attack on Pearl Harbor came towards the end of the sequence. It featured a number of AT-6 Texans in the place of the Japanese aircraft (although one had been modified and painted to look like a Zero). Although not quite correct, the action was fast-paced and included a lot of pyrotechnics on the ground with a P-40 taking off during the attack.

Page 58



A Boeing 737 and ATR 42 airliner flew past in formation, with the 737 returning for a number of passes including a simulated landing with gear down and a last-minute high-power go-around. The Patrouille Cartouche Doré, composed of flight instructors from the Armée de l'Air, celebrates their 25th anniversary this year. Flying three TB30 Epsilons, this team put on a perfect demonstration of close formation flying. The Vietnam War was next, featuring an A-1 Skyraider and T-28 Fennec flying ground attack simulations. The end of military propeller-driven aircraft and the transition to jets was beautifully presented by the Hawker Flight. This saw a Sea Fury flying in tandem with the Hunter, both streaming smoke from their wingtips and keeping in perfect synchrony before splitting up and putting on impressive solo performances.

No sooner had they ended than a French Air Force Rafale came screaming in for a low photo pass. He followed this entrance with a series of amazing aerobatic maneuvers, the smokewinders on his wingtips clearly marking his path through the by-now bright blue sky. His final high-speed pass pulled a nice bit of vapor out of the moist air.

On Sunday, the Patrouille de France performed, but we were only able to attend on Saturday. Nevertheless, we were able to watch the Patrouille Breitling perform in their L-39s to close the show.

All in all, it was a memorable day, spanning over a century of aviation. Although not always exactly historically correct, and featuring a number of replica aircraft, it captured the essence of the evolution of flight and was a huge success. It clearly reflected the large amount of effort that went into presenting a cohesive show, interspersed with enough aerobatic flying and modern military tactical demos to provide entertainment beyond the warbird enthusiasts.

We would like to thank the organizers, volunteers and sponsors for making this such a unique aviation experience.

- Spad XIII, left top
- Patrouille Reva with AcroEz aircraft, mid top
- Hawker Sea Fury flying in tandem with the Hawker Hunter, bottom right
- Fokker Triplane and an RAF SE-5, top right
- Stearmans of the Breitling Wing Walkers, mid right

















Les Faucons De Staline Yak-3 (x2), Yak-11 (x2)















Report by Peter Thivessen and Wolfgang Jarisch with photography as noted

The French Air Force Base 118, Monte de Marsan, the last fortress of the legendary Mirage F-1, was the host for this year's "Recce Meet".

The roots of the "reconnaissance" or more commonly used term "Recce" Meet are going back to 1956 at Lahr (Germany) were the famous Royal Flash reconnaissance competition was born. The idea was to bring NATO Recce units for an annual challenge.

The scenario was and is also in the future, to study and practice the integration of reconnaissance, to practice mixed fighter operations in both strike and recce roles against ground and airborne assets and exercises designed to simulate current allied operations.

This year's edition brought two European squadrons (Spain's Ala 12 with two F-18 from Torrejon and from Greece's 348 Mira with two RF 4 E Phantom from Andravida) to Mont de Marsan, alongside their French counterparts from several squadrons including Mirage 2000s and Rafales. They were facing a continuous war exercise under a realistic battle scenarios, and testing their skills on three different types of missions:

- 1. Isolated missions with specific recce objectives
- 2. Combined Air Operations with every players on the spot
- 3. Particular Recce challenges with best sensors available

Looking back in time then we can see the French Air Force had a huge benefit from all these exercises. Many of their air operations and overseas deployments (Lebanon, Senegal, Mali, Liberia, Ivory Cost, Afghanistan... to name a few) confirm the high level of the French Air Force's expertise gained. Up to now the Mirage F-1 was on the frontline: as a low level bomber, air to ground attack or in the recce role, the Mirage F-1 was the reliable workhorse in many missions.

On 10th of April the ER22/33 Savoie, flew its last Recce Meet mission with the Mirage F1CR. During the Recce Meet there were four Mirage F1's in bases paint shop. French Air Force presented these special painted Mirage F1's on 12th of June to invited photographers.

ASR Media would like to thank the Media and Communications Team from the airbase Mont de Marsan and the French press center SIRPA in Paris for the generous cooperation and hospitality.





Mirage F1CR, above the Spanish F-18 and the Greek RF 4 E Phantom, below. All images ©2014 Wolfgang Jarisch





INDEX



Farewell to the Mirage Flamento report by Peter Thivessen



tion history will disappear.

The Mirage F1 will be officially retired on July 24, 2014. On June 13, the Mirage F1 community celebrated the 100th anniversary of reconnaissance at AB 118 Mont de Marsan. Last flight of the Mirage F1 will take place on 14 July Bastille day, and it will be a fly-by over Paris. Another milestone in avia-"Au revoir" Mirage F1!



Page 69



famous Georges Guynemer.

Escadron de chasse 2/30 Normandie-Niemen Visiting the Rafale at BA 118 Mont de Marsan ARTICLE AND PHOTOGRAPHY BY THE ASK TEAM

2000N and about the rich history of the La Fayette Squadron. We were very much impressed by our visit, and made further enquiries for another visit for 2014 to learn more about the Rafale, the Armée de l'air 's latest Marsan 85 miles south of Bordeaux, with our visit scheduled for June 18, 2014. Now all we had to do is to make our flight and transportation arrangements. setback, we were still able to get to our hotel near the air base in time to rest and be ready for our now two-day visit at BA 118.

to be able to host in 1943 the Junkers 290 which was intended to locate allied shipping convoys. After the liberation of France, a

"Centre d'experiences aeriennes militaires" (CEAM), commanded by Colonel Rozanoff.

Decades after the WWII, in 1964, the base became the backbone of French deterrence when the Mirage IV with the AN11 nuclear bomb was declared operational. In 1958, a control and detection center (CDC) was created.

Base Aerienne 118 is located in Landes, in the Aquitaine region, north of Mont de Marsan. The base covers five municipalities (Mont de Marsan, Uchacq-et-Parentis, Campet-et-Lamolère, Saint-Pierre-du-Mont and Saint-Avit).

After the reorganization due to the Defence and National Security 2008 White Paper, BA118 became a type 1 Defence Base (largest type 1 base in the country). Termination of the special ammunition facilities at the base put an end to 50 years of nuclear history. Closing of other air bases throughout the country contributed to further growth of BA118.

In 2011, 25 Mirages F1s arrived at the base from Reims belonging to reconnaissance squadron ER 2/33, "Savoie". At the same time, the capabilities of the Rafale Squadron EC 02.030 continued to increase. On June 25, 2012 Fighter regiment 2/30 Normandie-Niémen was officially reactivated with the Rafale F3 multi role aircraft. Today BA118 hosts more than 50 aircraft. More than 3500 men and women work daily at the air base, and contribute to local economy.

On June 18th, at 11 a.m., we met with our escort, Aspirant Emilie Ziane, from Public Affairs, in front of the base, and she gave us our Visitors badges, and we proceeded in her car for our first day's visit. Our schedule that day was for us to photograph daily operations of the Rafales at the base. We were given access to different areas throughout the day by the ramp, near the runway and on a field across the tower, to experience first hand and up close launching and recovery of aircraft flying training missions.

Just as we settled on top of an embankment parallel to the runway, we noticed that a Russian AN-124 -100 Condor, cargo plane was slowly taxiing for a take off. The AN-124 Condor, is the world's highest gross weight production cargo aircraft. It was a rare sight to the see Condor take to the skies. It must have been empty as it lifted majestically off the runway about midpoint.





Soon after the Condor left we heard the loud screaming roar of several Rafales overhead, and as they broke formation we took images of their landing. We also observed an Alpha jet and a Casa 235 land. We had a great view of the Rafales under the sunshades as the personnel were inspecting them after their landings, preparing them for flight and the pilots getting ready for additional flights. Later on the day, we moved for a slightly better view point for take offs and landings across from the tower. We saw several of the Rafales take off for their practice missions, and the Casa departing. A brightly painted red and white Eurocopter EC-120B Colibri helicopter that flew by us several times. Additionally, we were also very lucky to see four Mirage F1s taking off and land. Their time was just about up, will be officially retired in July, to see and hear the F1s take off and land was a real bonus.

Just after 4 p.m., we left the base, with several hundred of images and found memories only to return the

next day for more!





NORMANDIE-NIEMEN

n

On June 19th we meet Aspirant Emilie Ziane in the morning again, and she took us to meet the Commander RC 2/30 Normandie-Niemen.

Lieutenant-Colonel Alexandre Richard welcomed us and introduced us to Lieutenant-Colonel Yann "Shrek" Malard, deputy squadron commander our guide for the day. LtCol. Malard is a Rafale pilot who spent 3 years as an exchange pilot with the USAF flying A-10s with the 75th Fighter Squadron at Moody Air Force Base in Georgia, including a 6-month

tour in Afghanistan.

Shrek took us around the squadron's headquarters where we visited the operations room and officer's club. On the first floor of the building there were two rooms that were acting as a small museum for Normandie-Niemen Squadron, full of the squadron's historical artefacts and memorabilia.

Historically it is a very significant squadron, and the only one to fight together with the Soviets until the end of the war in Europe. To date despite ideological differences they still retain their ties to Russia.



Original Squadron flags, log books, decorations, historical records and paintings can be seen in these rooms.

The history of Normandie-Niemen

Six months after the Germans invaded the USSR in June 1941, talks aimed at closer co-operation between Free France and the Soviet Union resulted in setting up a special squadron with an initial core of 12 fighter pilots and 47 ground staff for service on the Russo-German front. De Gaulle officially promulgated the Groupe de Chasse (Fighter Squadron) GC 3 Normandie, on 1 September 1942, with Commandant Pouliquen in command. Their official emblem was two golden leopards in a red shield, call sign "Rayak" Their training flights started on October 14, with the Dewoitine 520.

Less than a month later the group consisting of 58 people travelled by rail to the USSR via Iraq and Iran. On 2 December, the "Normandie" arrived in Ivanovo, a Soviet fighter base located 250 km north-east of Moscow. They completed a period of training on the Yakovlev Yak-7 by the end of January 1943, when Commandant Jean Tulasne took command of the squadron. The squadron became operational on 22 March 1943.

GC3 fought in three campaigns. In their campaign with the Yakovlev Yak-1 fighter, lasted until 5 October, 1943 and saw combat between Polotniani-Zavod and Slobodaand Monostirtchina.

Their initial aerial victory was over two Focke-Wulf Fw 190s on 5 April, by Sub-Lieutenant and Lieutenant Durand Préziosi who accompanied two Russian Pe-2 dive bombers above Roslav. Both Pe-2 and the two Yaks returned after their mission without any battle damage. These were the first two victories of the group "Normandie". By the time GC 3 relocated to Tula on 6 November 1943, only six pilots remained from the

original Regiment which had accumulated 72 aerial victories since becoming operational. In their first year on the front they claimed 86 kills (77 confirmed, 9 "probables") and 16 enemy aircraft damaged, for the loss of 25 Yak fighters.

In May 26, 1944, strengthened during the winter began their second season with four escadrille (squadrons): Rouen, Le Havre, Cherbourg and Caen. In May 1944 the "Normandie" participated in the skies above Doubrovka, Russia against the Germans and also in the Belarus district. In July, the unit flew to Lithuania and supported the Soviet ground offensive, which crossed the Niemen River June 23, 1944. As a reward, Marshal Stalin ordered a distinguished unit name to be added with Niemen, thus the regiment was known as "Normandie-Niemen" thereafter. On 16 October, the first day of a new offensive against East Prussia, the regiment's pilots claimed 29 enemy aircraft destroyed without loss. By the end of 1944 201 kills had been claimed.

14 January 1945 saw the Normandie-Niemen start its third campaign (from Dopenen to Heiligenbeil), concentrating in the East Prussian part of the German Reich, until the formal announcement of victory in the east on 9 May the day after V-E Day in Europe. The USSR expressed its gratitude to the regiment by offering 37 of the unit's Yak-3 fighters as a gift to France. The pilots returned to a heroes' welcome in Paris on 20 June 1945. Only one of the original Yak-3 survived, which is on static display at Le Bourget's Musée de l'air et de l'espace (Air and Space Museum) north of Paris.

At the end of these three campaigns, "Normandie-Niemen" had a very impressive claim to fame:

- 5240 sorties were flown or missions carried out,
- 4,354 flight hours,
- 869 dog fights aerial combat,
- 273 enemy aircraft shot down officially,
- 36 probable aerial victories.
- The unit also destroyed 27 trains, 22 locomotives, two E-boats, (German: Schnellboot, or S-Boot, meaning "fast boat"), 132 trucks, and 24 staff cars.
- 30 pilots reached ace status.
- Four of its pilots, Marcel Albert, Marcel Lefèvre, Jacques André and Roland de La Poype, became Heroes of the Soviet Union.

These victories came at a heavy human cost:

- 42 killed or missing
- 7 injured
- 4 prisoners



The original Yak 3 at Le Bourget and Normandie-Niemen pilots Joseph Risso, Raymond Derville and Noel Castelain next to a Yak 1B ©J.Urban collection

We also learned about several heroic incidents of GC 3 Normandie that took place during their deployment to Russia. One of them that stood out for me was the close bond that developed between the French pilots and their Russian mechanics.



Captain Maurice de Seynes

As the front lines were shifting quickly the pilots often took their mechanics along with them in the cramped cockpit, so they can service their aircraft near battle lines, but by doing this there was only space for one parachute. On 15 July 1944 Captain Maurice de Seynes took off with his Soviet engineer Chief Warrant Officer Bielozoud. Shortly after takeoff, the pilot realized that he had a fuel leak, and the burst pipe sprayed fuel in to the cockpit. This forced him to return to the airfield, being blinded by the fuel and intoxicated by the fumes, he tried to land several times, but in vain. Captain Seynes was ordered to bail out with the parachute, but that would leave Bielozoud behind without a parachute to crash and die in the aircraft. Captain Seynes refused to leave his mechanic behind, and tried to land once again, but he crashed in the attempt. Both died in the landing, but his refusal to leave his comrade behind and sacrificing his own life, impressed the Soviet staff greatly as well as the rest of the GC 3.

Since the end of WWII the Normandie-Niemen Regiment flew several different aircraft, including (14) NC900 (A Focke Wulf 190, assembled in France by S.N.C.A.C), Grumman F6F-5 Hellcat, Bell P-63-C Kingcobra, their first jet aircraft the SE 535 Mistral, (licensed copy of DH Vampire), Vautor IIN, Mirage F1 C, Mirage F1 CT and then the Regiment on July 3, 2009 was disbanded, upon reactivation the Regiment received the Dassault Rafale.

Shortly after, we went to the briefing room where we met with the commander of Escadrille SPA 91 "Kurt" as he briefed another pilot "Mel" on their training mission of the day. For the day's mission they were kind enough to honour us with our special made Rafale patches on their shoulders, for their flight.

SPA 91 badge represents a flying eagle holding in its claws a skull. SPA 91 traces their origin back to WWI. Created on March 21, 1917 at Luneville (Meurthe et Moselle) flying the Nieuport 24 biplane fighter aircraft.

We followed Kurt and Mel, to the locker room where they put their G suits on and picked up their helmets prior to signing out for the mission in the operations room. Outside under shaded aircraft parking spots there were two single-seat Rafales ready for take off. The pilots performed a walkaround of their aircraft with their mechanics before climbing the ladder taking to the cockpit of their Rafales. After a few minutes taxing to the end of the runway they were both airborne in a matter of seconds. (Many images on the following pages.)

Shrek pointed out that the Mirage F1CR from reconnaissance squadron 2/33 were getting ready to go out on one of their last missions ever, as now they will be withdrawn soon after our visit. The official withdrawal date for the Mirage F1 will take place on July 24. On 13 June, the Mirage F1 community celebrated the 100th anniversary of reconnaissance. Last flight of the Mirage F1 will take place on July 14, Bastille day and it will be a fly-by over Paris.

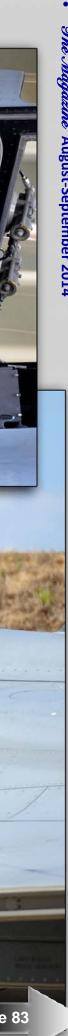
This was a great opportunity to see these venerable aircraft before they are retired. We asked for permission to take a closer look we were allowed to get real close, as close as one can get without actually flying in one. We spent about 45 minutes taking photos of them. Shrek indicated that our visit was coming to an end, as his official day duties would now start.



After our visit to the Museum we went to see a Rafale inside one of the maintenance hangars, and had a chance to sit in one and had our photos taken with Shrek. After our photo session it was time for lunch. Shrek took us to the Cafeteria on the base. We can confirm that the French Air Force has the best meals of all the air forces we had visited over the years. After our pleasant lunch, we returned to the Squadron Club Room, for a coffee/tea.

Left to right, note the special Rafale –The Magazine patches worn to honour us!

- Ricardo with Shrek
- With Shrek (photo by Ricardo)
- Kurt, checking the Rafale
- Mel (photo by Ricardo)
- Mel in the cockpit (photo by Ricardo)

















MEETING AÉRIEN EXCEPTIONNEL ET HISTORIQUE

100 ANS DE LA BASE AÉRIENNE 120 DE CAZAUX REPORT AND PHOTOGRAPHY BY THE MAGAZINE AND AS NOTED

On Sunday June 22, 2014 the French Air Force celebrated its 80th anniversary at Base Aerienne 120 Cazaux, and BA 120 Cazaux also celebrated 100 years of operation during this event.

The action started on Friday, June 20th, when the base hosted a Spotter's Day for aviation enthusiasts to view and photograph aircraft on static display and in the air arriving and practicing for the show. For the media, including us it was also a good opportunity to set up interviews with some of the French performers. On Saturday, June 21st was by invitation only, for special guests such as the Minister of Defence and high ranking air force staff, family members and media only. From the media perspective this type of set is preferable, and it was extremely well organized.

BA 120 Cazaux is located about 43 miles southwest of Bordeaux in the town of La Teste-de-Buch. The base trains French and Belgian pilots in Alpha Jets belonging to unit ETO 00.008 René Mouchotte, with ETO 1/8 Saintonge with 15 French Alpha Jets and ETO 2/8 with 15 Belgian Alpha jets. Among the squadrons in the base is Helicopter Squadron EH 1/67, flying Pumas and Caracals, and No. 150 Squadron of the Republic of Singapore Air Force, flying Aermacchi M-346s.

The flying display represented the rich history of the armée de l'air with aircraft such as MS 317, Morone 406, Yak 3 of the Normandie-Niemen fame, Dewoitine 520, Dassault Flamant, Nord 2501 Noratlas C-47, Fouga Magister, Alpha Jet, Epsilon, Transall, Casa, C135, Mirage F1, Mirage 2000 and the Rafale. The static display was quite extensive (see layout below, Zones 3, 4, 8 and 9) that displayed several other French aircraft displayed from past and present, including the Jaguar, Mirage IV (nose), Mirage V, Xingu and Fokker 100. as well as F-16s of the Belgian Air Force. A separate area Zone 2 was set aside for helicopters that included a RAF Puma, Eurocopter AS 532 Cougar [82+01] from the Luftwaffe, and the Eurocopter Tiger among others.

One of the highlights of the day was the Ramex Delta flying their Mirage 2000N with a two-ship routine that demonstrates their manoeuvrability, capability and precision formation flying. Other highlights were the single displays of the Rafale from the armée de l'air and the Royal Air Force Typhoon, each demonstrating the raw power of the latest fighter generation.

The armée de l'air also demonstrated its capabilities to project its forces anywhere in the globe with a flyby simulating air refuelling of two Rafales by a C135. There was a very impressive parachute jump demonstration, as well, jumping from two transports C-160 and Casa, filling up the sky with airborne commandos.



Throughout the show there were performances of aerobatic teams from France and abroad: Frecce Tricolori from Italy, Patrulla Águila from Spain, Patrouille Suisse from Switzerland, Patrouille de France, Cartouche Doré, Equipe de Voltige and Breitling Jet Team is the largest civilian aerobatic display team in Europe, based in Dijon, France.

The layout of the show resembled a triangle, as can be seen to the left. The best view was from the VIP section, as the flight line view was essentially blocked by the high embankments that separated the aprons and taxi ways. As such it was almost impossible for most of the visitors to see the flight line action on the runway, unless they were in or near the VIP area or climbed on the top of the embankments near Zone 8. However, the actual performances were visible throughout the base, mind you a bit far for good photography. One required a long lens, 500-600mm for relatively good close ups of the performers however, there was a lot of heat haze, even at a close distance it affected the sharpness of images. The smoke made by the Italian team dispersed very slowly too, not helping the situation with photography. It was very hot and humid on Sunday, and several aircraft formed large vapour clouds around them as they performed! There were a lot of vendors from squadrons offering patches, t-shirts and other souvenirs. Food and refreshments including beer was readily available. On Sunday free bottled water was given out by the organizer due to the heat.

Sunday, the public day, drew an estimated 40,000 people to the air base, this perhaps was less than expected due the weather. It rained early in the morning and it was hot in the 30 Celsius range and add in the humidity, it felt like being inside a sauna, through out the day. Saturday's private air show for the invited guests and the air force personnel's families over all was much better with sunnier skies and in displays too.

Over all, the air show was very good, despite our lack of knowledge of the French langue we had no problems buying refreshments and food from the vendors. We would highly recommend to anyone from North America to attend similar air shows in France held at air bases, where one can see aircraft normally not seen this side of the Atlantic. The price of admission was certainly right for the general public: free!

On Friday, we had a brief interview with Capitaine François Le Vot, flying for the Equipe de Voltige De L'Armée De L'Air (EVAA) see page 99. for the content. We had the privilege to see Patrouille de France (PAF) in a briefing meeting before their flight practice flight on Friday, and later on for a brief interview Capitaine Vincent Plantier, "Athos 5" Outer left wingman of PAF. See page 100.

In addition to the above, we had the opportunity to do a brief photo shoot with our friend Ramex Delta, on Friday evening and a more thorough one on Sunday after their performance.

ASR Media would like to express our thanks and sincere appreciation to thank Capitaine Christèle Chevalier, Public Affairs Officer BA 118, her assistant Mathilde Sauvage, and Lieutenant Antonia Buroni of SIRPA AIR for their outstanding hospitality and assistance during our stay. In addition we wish to thank Capitaine Yannick Quichaud, Communication Officer for PAF and EVVA, Ramex Delta and all the people who made this air show such a success.



AFME DE EAR

Our brief interview Capitaine François Le Vot, of EVAA. In 2013 he won the World Aerobatic Championship title

ASR: Please tell us about yourself.

Le Vot: Certainly. My name is François Le Vot, I am a Captain in the French Air Force. I joined the Armée De L'Air in 1990 and became a member of the French Air Force Aerobatic Team in 2002. I also fly for the French National Team since 2004. In 2008, I got my superlicense to fly in the Red Bull air races.

ASR: What is the Equipe de Voltige De L'Armée De L'Air (EVAA)?

Le Vot: The EVAA is an aerobatic team and one of the ambassadors of the French Air Force, along with the Ramex Delta, Patrouille de France, Solo Display Rafale, Patrouille Cartouche Doré. It was officially created in 1967. The team started flying Mudry Cap 10 and 20s, transitioning to Cap 230 in 1986 and later to Cap 231. In 1999 it flew Cap 232s. Since the end of 2007 we have been using the Extra 330, an aircraft that pulls +/-10g. We fly in about 30 events per year, both in France and abroad.

ASR: Are you the only pilot?

©2014 The Magazine

Le Vot: No, we have four pilots in total including myself, however, we mainly perform as a solo at air shows.

ASR: What other type of aircraft have you flown besides the Extra 330 and how many flying hours have you logged?

Le Vot: Other aircraft that I flew in the French Air Force are the Epsilon TB 30, Mirage 2000, Alphajet and Cap 232. I have more than 4000 flying hours.



Capitaine Le Vot, being interviewed on Friday, and performing on Saturday

Page 98 INDEX Page 99



Interview with Athos 5 from the Patrouille de France, by Ricardo von Puttkammer as well as his image to the left.

ASR: Please tell me about yourself.

Athos 5: I am Captain Vincent Plantier, 36 years old. I have been a fighter pilot since 2001 and have about 3,100 flight hours.

ASR: How long have you been with the Patrouille de France?

Athos 5: I have been with the team for 3 years. This is my first season performing with the Patrouille de France. I am very proud to be with the team in this 80th Anniversary of the French Air Force.

ASR: How many shows will the Patrouille de France will be performing this year?

Athos 5: We are performing around 40 shows this year. Generally two single shows a week, except for special occasions like this weekend where we are performing 2 shows at Cazaux Air Force Base for the 80th Anniversary of the French Air Force.

ASR: What about performances abroad?

Athos 5: This year we are performing in Spain, Italy, Netherlands, Switzerland, and twice in England.

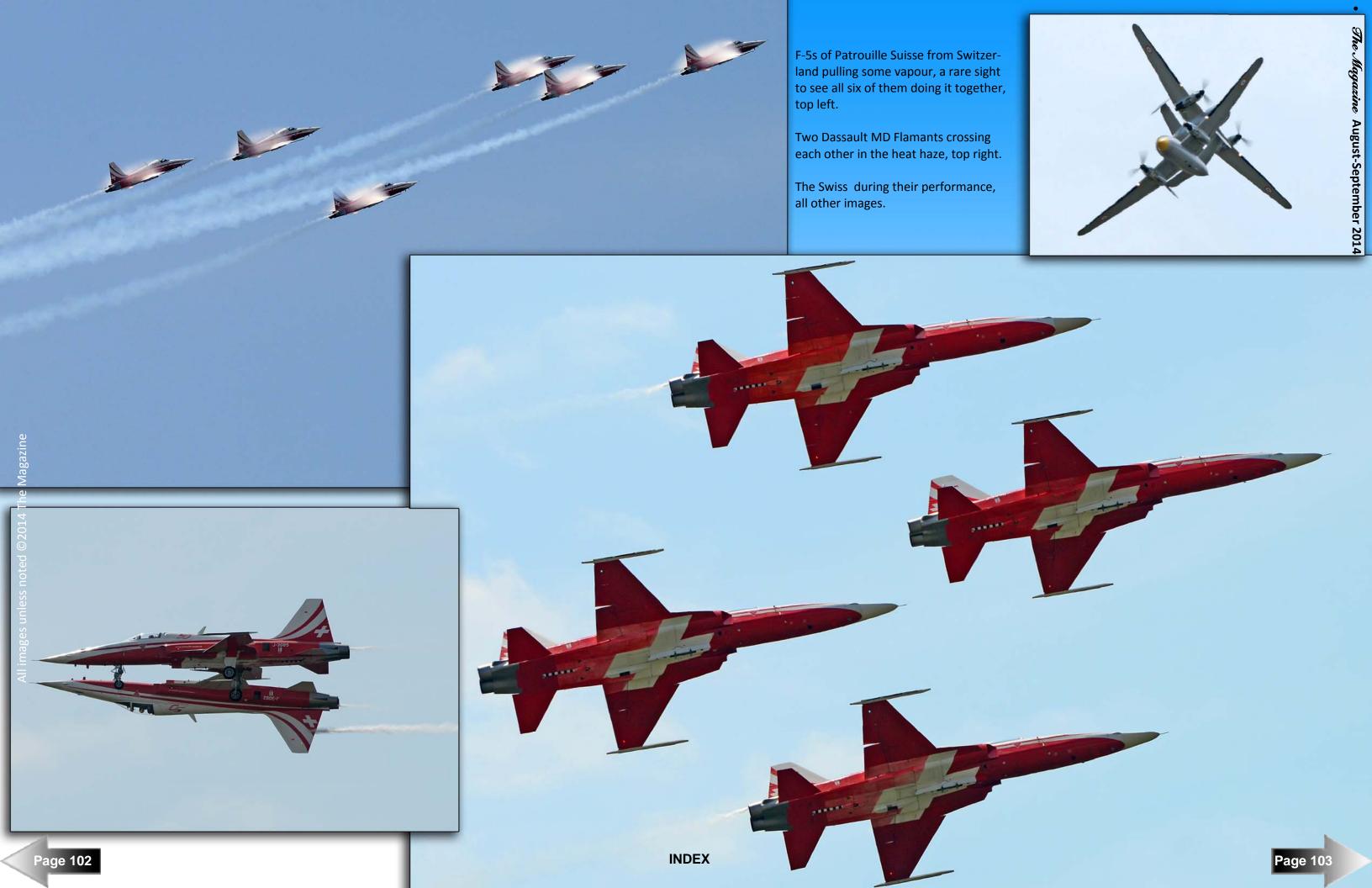
ASR: What did you fly before joining the Patrouille de France?

Athos 5: Before joining the team I flew the Mirage Fox One CR with Reconnaissance Squadron 2/33 "Savoie". As you can see the Fox One is at this meeting and it is retiring after 40 years of service around the world. It is a good thing, since the Armée de l'Air is a modern air force, we are replacing it with the Rafale, which performs all of the Mirage F1 missions much better. It is the right time for the Fox One retirement.

ASR: How was your transition from the Mirage F1 to the Alphajet with Patrouille de France?

Athos 5: Initially it is easy, since in the air force we learn how to fly jets in the Alphajet. We just have to get reacquainted with the aircraft when joining the team, and of course learn how to perform different manoeuvres that are the hallmark of the Patrouille de France. With its 2 engines, the Alphjet is very efficient. It has great manoeuvrability, from +7Gs to -4Gs. I am very proud to fly this aircraft; it is the right platform for this mission.

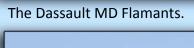








Cartouche Doré above and the Frecce Tricolori from Italy, below.





T-6 with the Breitling Jet Team, above.









Air-to-air demonstration with (2) Rafales and a C135, above, the Solo Rafale pulling vapour right top and below, Caracal demo with Commando Prachutiste de l'air, right bottom.

INDEX







Deployment of paratroopers from a Casa and a C-160, and a EADS Harfang recce UAV, left bottom.







INDEX

Page 113





All images unless noted ©2014 The Magazine



Au revoir mes amis de Cazaux!





