

THE AVIATION MAGAZINE



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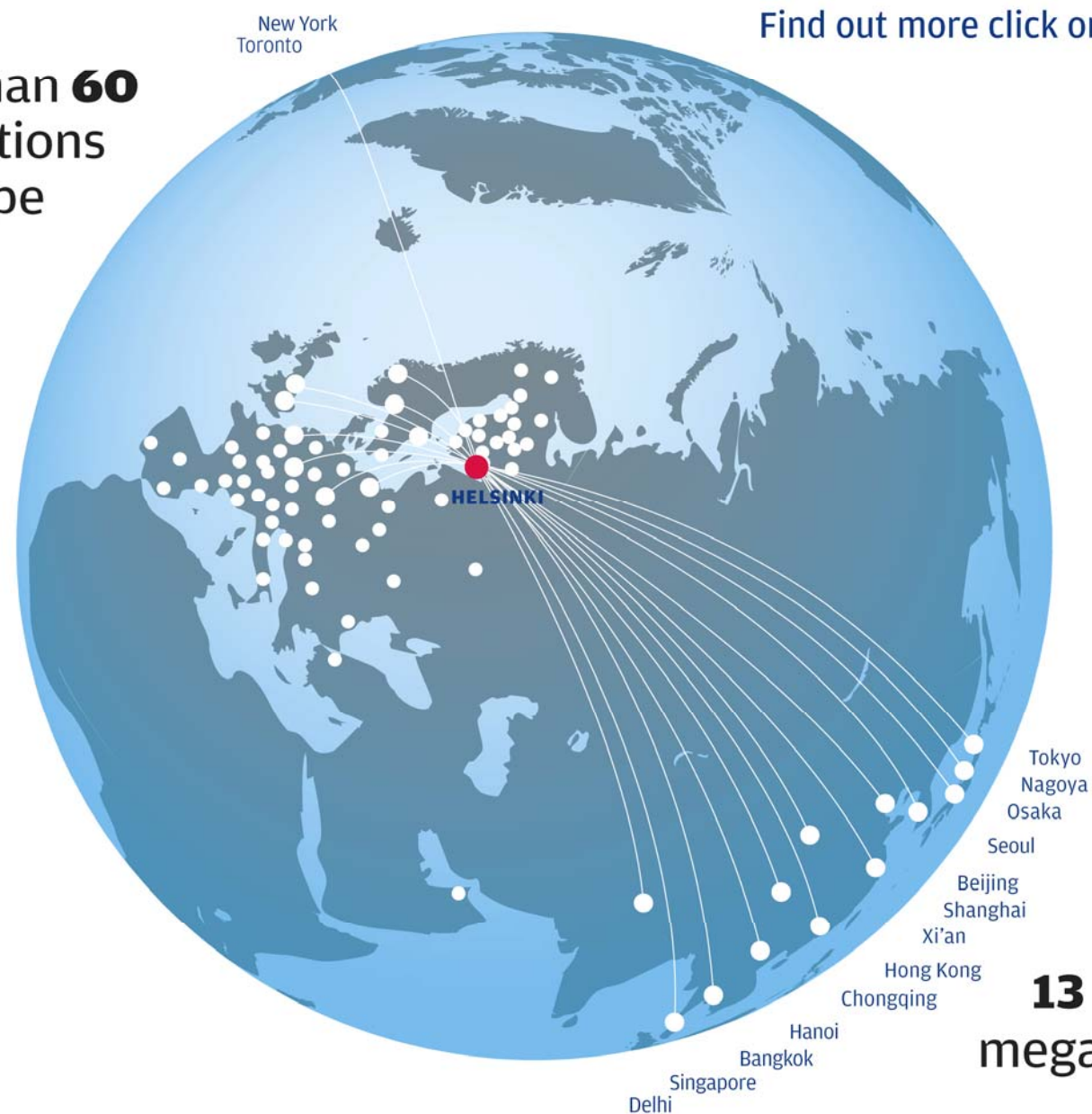
December 2014 - January 2015
Volume 6, Issue 1

5th Anniversary Issue

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- ✈ Red Flag 14-3
 - ✈ Onboard the Breitling Super Constellation
 - ✈ Farnborough 2014 The World's Greatest Airshow
 - ✈ AIR 14, Payerne, Switzerland
 - ✈ 2014 National Championship Air Races, Reno, NV
 - ✈ Art at the 309th AMARG, Boneyard, Tucson, Arizona
 - ✈ And so much more...



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December 2014 - January 2015 Volume 6, Issue 1

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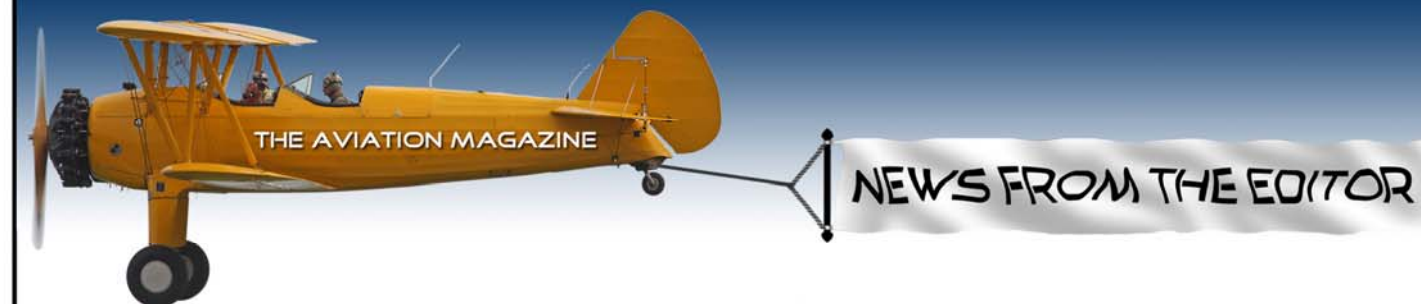
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Welcome to an important milestone for us, this is our 5th Anniversary issue! Over the past five years a lot has changed that includes the name of the magazine to **THE AVIATION MAGAZINE**.

2014 was a banner year for **THE AVIATION MAGAZINE**, we had the privilege to some very unique visits and gained some insight and perspectives to the training of people involved in the civilian and as well in the military aviation sectors.

We are looking forward to the 2015 air show season, while we may not cover as many shows as we did in the previous years due to the fact that we are now sleeker and leaner, with a slightly reduced staff. However, our coverage will remain consistent with what we started out in our first issue: to provide the BEST aviation images in an e-based publication.

In the mean time enjoy our anniversary issue featuring our worldwide coverage of aviation events. So stay connected with us at **THE AVIATION MAGAZINE**...



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RED FLAG 14-3

ARTICLE AND PHOTOGRAPHY BY NORMAN A GRAF



The third and final Red Flag training exercise of 2014 took place July 14-25 in the hot desert skies outside of Las Vegas, NV. Red Flag 14-3 attracted USAF squadrons from across the US and Europe as well as foreign participants. The Republic of Singapore Air Force's 428th Fighter Squadron, based at Mountain Home AFB, sent 8 F-15SGs; the RSAF's 425th Fighter Squadron, based at Luke AFB sent 8 F-16s. These were complemented by several CH-47s, and supported by roughly 300 ground personnel. The French Air Force also participated with a Special Operations C-130. In all, 116 aircraft and approximately 2400 individuals from 20 units came to Nellis AFB to take part in the two-week exercise.

The format for this Flag closely followed that of the previous two Flags this year, namely a day launch, which this time departed shortly after noon returning by 4PM, and a night launch, departing at dusk and returning by midnight. In addition to the very visible launches and recoveries of over a hundred aircraft each day, this summer's exercise continued the transition from a purely tactical training to a more strategic exercise. "The real value of Red Flag here is not just operating and getting the airplanes airborne, but learning how to work with allied forces to use the pieces that you have on your team to accomplish whatever mission that might be; and in Red Flag that typically involves striking areas that are heavily defended, surviving the effort to do that, and if not, conducting search and rescue operations," explained Lt. Col. Jordan Grant, 414th Combat Training Squadron deputy commander. In addition to the aerial threats, the Blue Team learned to accomplish their missions in a fully-contested environment, including cyber and space attacks. See our previous reviews for an overview of the goals of the exercise and additional details in our [April-May](#) and [June-July](#) issues of The Magazine.

"A year ago we didn't have the summer Flag and that directly translated to less readiness and less training for the aircrews that otherwise would've come to Red Flag," Grant said. "We've had our full three flags this year, and the value of it is such that the Air Force has decided to put on four Flags next year because we recognize how important it is that we keep doing this on a regular basis."

ASR Media would like to thank the staff of the 99th Air Base Wing Public Affairs Office for all of their support during our visit, in particular 1st Lt Sarah Ruckriegle, MSgt David Miller and SSgt Siuta Ika.





- F-16C of the RSAF, top left
- F-15SG of the RSAF, mid left
- F-15E USAF, RAF Lakenheath, England, bottom left
- B-1Bs, Ellsworth AFB, SD top and mid right
- Filmstrip: 2 F16s from the Agressor Squadrons and an F-22 Raptor.



RED FLAG 14-3



On Board the legendary "Queen of the Skies" the Breitling Super Constellation

Article by Peter Thivessen and Wolfgang Jarisch with photography as noted

The AVIATION MAGAZINE was invited to fly with one of the world's last airworthy Lockheed L-1049 SUPER CONSTELLATION operated by the Super Constellation Flyers Association in Basel/Switzerland. At the end of May this year we received a phone call from the Operation Director, Mr. Ernst Frei, who informed us, that the Super Connie, is scheduled for a flight to UK to participate at the annual Flying Legends Airshow at Duxford as well as the Farnborough Air Show in the following week. What a great opportunity for us to be on board this magnificent airliner! We would like to invite you, our readers, to come with us on this fantastic trip – here we go!

Short history of the Breitling "Super Constellation" (HB-RSC)

This particular aircraft (serial number 4175 / USAF serial number 54-156) was built by Lockheed in Burbank as a C-121C for military purpose and was commissioned with the MATS Atlantic Division (MATS = Military Air Transport Service) on November, the 1st 1956. After a relatively short, uneventful career within the USAF she was transferred to the ANG (Air National Guard) in 1962. The last operational service she saw within the 167th Aeromedical Squadron / West Virginia ANG. After decommissioning she was flown to the Davis-Monthan Air Force Base for storage and disposal in 1972. Sooner or later this is normally the end of most aircraft, the C-121 was lucky as she was acquired by a crop dusting company called Aviation Specialties. This company needed a replacement for their own Boeing 307 STRATOLINER, which was later handed over to the Smithsonian Institution/National Air & Space Museum. Together with the company's fleet of Boeing B-17 Water Bomber aircraft, the Connie was used as a crop duster from 1973 until 1979.

After some slight modifications the C-121 should have started a new life together with another aircraft of the same type flying tourists across the Grand Canyon, unfortunately this project came to nothing. Now using the civilian registration N73544, our C-121 was purchased by a gentleman named Daryoush "Benni" Younesi, who partnered with William "Winky" Crawford, owner of Winky's Fish Company. This company wanted to haul fish from the Philippines to Japan operating two SUPER CONSTELLATION. After a few trips flying with their # 2 aircraft (a former Navy C-121J) the company faced some difficulties and the C-121J was seized by the authorities at Manila International Airport, where she remains until today.

On January, the 15th 1984 N73544 was on a ferry flight to Camarillo. When it was on the final approach one of the engines caught fire. Still she made a successful landing, but was towed towards a remote place of the airfield, where she remained untouched for almost a decade, already waiting to be scrapped. In the meantime Benni Younessi founded the CHS (Constellation Historical Society) and started to restore the old lady with a group of volunteers. The whole project succeeded on the 23rd of June 1994 when Ben Butorac and Chuck Grant took her back to the air again. Since then the C-121C was a regular performer on US Air Shows.

After almost 10 years of flying on the US-American Air Show scene Benni Younessi signed a leasing/purchase contract (17th of December 2003) with the Swiss Super Constellation Flyers Association. After some stop and goes (the original sponsor jumped off just before the contract was signed) the SCFA made it happen – the Lockheed C-121C SUPER CONSTELLATION took off from Camarillo Airport on April, the 26th of 2004 and flew across the Atlantic Ocean to Basel-Mulhouse Airport in Switzerland. Painted in the colours of the main sponsor, the Swiss premium watch manufacturer BREITLING, the STAR OF SWITZERLAND, as she is called now, received her new civilian registration HB-RSC in 2007



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Flight Nr. SCF 710 from Basel-Moulhose-Freiburg to Duxford

9th of July, 2014 : we were already on the way to Switzerland, just a few miles away from the German/Swiss border, when we received a phone call from the Operation Director, Mr. Frei, who told us, sorry guys, due to the bad weather conditions around Basel airport there is no chance that we will be able to fly to Duxford today. We will give it another try on Friday, as the forecasters predicted improved weather conditions for Friday. Let us meet in the departure hall at 08:00h local time!

11th of July, 2014: we woke up pretty early in the morning and had a look out of the window. What we saw did not look very promising. Complete overcast, just plain grey sky! As we received no phone call from Mr. Frei we caught a taxi and headed towards the airport, where we arrived just right on time to meet Mr. Frei and the whole crew. The flight was already announced on the screens in the departure hall (flight number SCF 710, departing at Gate 22). We were told to hurry up, as the weather was supposed to clear up in an hour from now on, even with some sunny spots possible!

After the security check we walked to the gate where we could see our airliner parked at the end of the ramp. What a majestic view! When boarding started, we had to walk to the Star of Switzerland, where our luggage was stored in the aircraft and we could take our seats. Everybody was in a hurry, so we did not have much time to take a few photos from the SUPER CONSTELLATION being prepared on the ground. We were told, that we have a small slot to get airborne, as the Connie is only VFR certified.

Taking off from Basel Mulhouse airport was the one thing, the next problem was the typical English weather in Duxford. The forecasters told the crew, that there might be a good chance for a VFR landing, but no guarantee! The decision was to get airborne as soon as possible, to head towards United Kingdom and, if necessary flying a detour until the weather in Duxford allows a proper and safe landing.

After some more checks (especially the ones performed by the flight engineer, who had plenty of work to do with the 4 Curtiss-Wright R-3350 CYCLONE double row radial engines, each rated at 3250 HP, the first engine fired up. The whole procedure is absolutely amazing: fire and lots of smoke coming from the exhaust, a grumbling sound, some coughing and suddenly the big prop runs beautifully with a constant speed. After waiting for the oil temperature and pressure reaching their set points our crew released the brakes and the big bird is on its way to the runway. There we got immediately the clearance from the tower, some last checks, throttle at max. output and there we go! With an amazing sound the aircraft accelerates and after reaching the take-off speed we became airborne. After climbing with a constant rate through the clouds of the Swiss sky we headed Northbound towards Karlsruhe/Germany with the direction to Frankfurt/Rhine where we could take some photos from this huge airport. The flight route took us then to Bremen, making a

left turn to Emden flying alongside the North Sea coast line and further on we crossed the border to The Netherlands. There we flew above the famous Lake IJssel and crossed the Royal Netherlands Navy Station Den Helder as well as the island of Texel before we headed towards the British islands. The weather was (as forecasted) far from being good, still the plane flew very stable and smooth through the sky – what a fantastic feeling!

During the first stage of our flight we got a chance to watch the crew doing their job. Compared to a modern airliner the workload of the pilot and his crew in a 1950-era aircraft is absolutely heavy. Especially the flight engineer has to keep a constant eye on the engine instruments, the so called Turbo Compound engines are infamous for their unreliability. In our days it is very difficult to get an experienced flight engineer who is certified on Lockheed's old lady, Ernst Frei told us, this is why we had two additional flight engineers on board (as trainees, as the SCF is certified to instruct their own flight engineers)

On board we became acquainted with Al Malecha, who is a retired UNITED AIRLINES Captain with an absolutely impressive 43.000 hours record in his logbook. More than 6000 hours he spent within the USAF flying such incredible aircraft like the Boeing B-17 FLYING FORTRESS, Boeing B-29 SUPERFORTRESS , Boeing KC-97 EXTENDER, Fairchild C-119 BOXCAR and of course the Lockheed EC-121C WARNING STAR, just to name a few. (Al had trained the crew and taught them to fly the aircraft and he is still the contact point for technical questions, but no longer active in the team) Al is now 82 and joins his partner, our flight attendant Catherine Leutenegger on her flight to Duxford celebrating their 10th anniversary of their partnership. We wish them all the best for their common future!

Now we set course to the United Kingdom crossing the English Channel and flying in the direction to Duxford. On the ground, the Union Jack as well as the Swiss flag were already prepared for our arrival, nevertheless we could not land in Duxford due to the weather, so Mr. Frei informed us, that we will divert towards Farnborough, where the preparations for the forthcoming Farnborough Air Show was already under way. After landing and while waiting for better weather in Duxford, we were able to watch some of the rehearsals, which was absolutely impressive.

Late in the afternoon we received the clearance for our flight to Cambridgeshire, still we had to wait until a Boeing P-8 POSEIDON finished her display. After the brand new Turbofan-version of the venerable Boeing 737, has landed, we received the OK from the tower, so we took off without wasting more time flying at low level above the beautiful English countryside towards our final destination. At exactly 17:15h local time our pilot made a perfect and safe landing at Duxford airport. Hundreds of spectators and aviation enthusiasts were already waiting for us and gave us a joyful applause! After a long, but amazing trip with one of the greatest legends in aviation history we reached our destination.





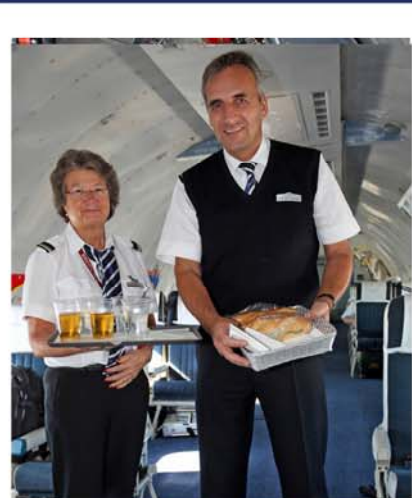
Our crew on Flight SCF 710 on June 11 2014

Pilot: Ernst Frei; he is the captain as well as the Operation Director. After completing his basic flight training he became the youngest First Officer within SWISSAIR, flying the McDonnell Douglas DC-9-32. He continued in the DC-9-51 as well as the DC-8, being promoted to Captain at the age of 31. He completed the type rating on the MD-81, the Boeing 747 and finally the MD-11. Additionally he was the simulator instructor pilot for the MD-81 as well as for the 747 for a period of 18 years, before he retired.

Copilot: Ronald de Jong; he completed his basic training with the Dutch Governmental Pilot training school at Groningen, Holland. In 1973 he was hired by SWISSAIR as a copilot flying the DC-9-32/51 series and the DC-8. He was promoted to captain in 1987 on the MD-81 and later on the B-747 in 1993. He flew the MD-11 from 1998 until 2003 for SWISSAIR and later for SWISS. Before he retired in 2010 he received the type rating for the AIRBUS A-330 and A-340. He was also a certified flight instructor on the MD-81, MD-11 and B-747.

Flight Engineer: Rolf Harlacher; he was trained by SWISSAIR to become an IERA-mechanic. He became a flight engineer, working for several Airlines and on different aircraft like the HS-660 ARGOSY or the Douglas DC-8. In 1990 he became a LUFTHANSA flight engineer on Boeing 747 as well as an instructor as well as an inspector. On the flight SCF 710 he, additionally acted as the instructor for the two flight engineer trainees, Werner Spichtig and Markus Aerne.

Flight Attendant's: Thomas Hofmann; he is the chief purser of the cabin and responsible for the SCFA's cabin crew operations management. He started his career with an apprenticeship as a sheet metal worker with SWISSAIR, later on he worked as a ground engineer from 1979 to 1990. In September 1991 he became a SWISSAIR/SWISS flight attendant and in 1995 he became the chief purser on intercontinental flights. Also on board for our well-being was **Catherine Leutenegger.** She worked as a flight attendant for SWISSAIR/SWISS for 36 years.



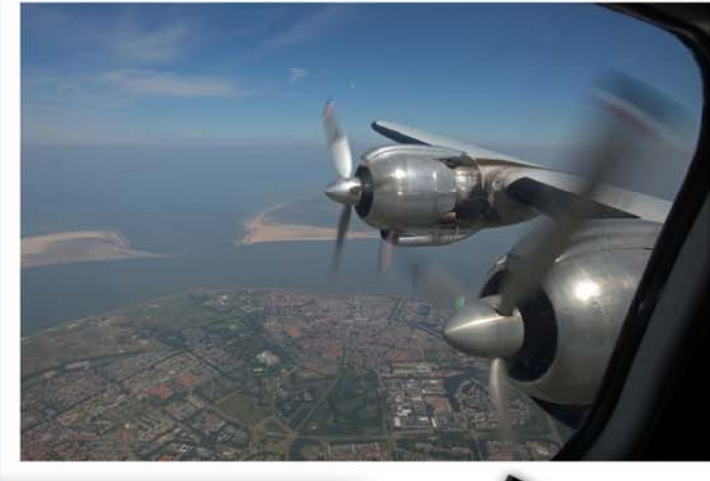
We want to say thank you very much to Mr. Frei and his crew from SCFA for the invitation to fly with them to Duxford, their hospitality on board and all their kindness, which made this trip unforgettable for us. This was a once in a lifetime experience and a real adventure – at least for us, for the experienced crew it was probably just a normal working day, something they all do every day since a long time!

To keep a legend like the Lockheed C-121C SUPER CONSTELLATION in the air requires not only some dedicated men and women but a lot of support from volunteers and donations. Feel free to join the club of the SUPER CONSTELLATION FLYERS ASSOCIATION (www.superconstellation.org) and be a part of this unique project!



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Left to Right: Flight Engineer Markus Aerne, Flight Attendant Catherine Leutenegger, Copilot Ronald de Jong, Flight Engineer Rolf Harlacher, Pilot and Operations Director Ernst Frei, and Flight Attendant Thomas Hofmann.



Engine fuel management (way used to be) top left. Above the coastline of the Netherlands, top right. A must for modern navigation, mid left. Capt. Al Malecha with Catherine Leutenegger, center. Rolling out the flag of the U.K. before landing, mid right. All images above © 2014 Wolfgang Jarisch.



A magnificent look of the "The Star of Switzerland" in the air. Courtesy of Guillaume Hulot.

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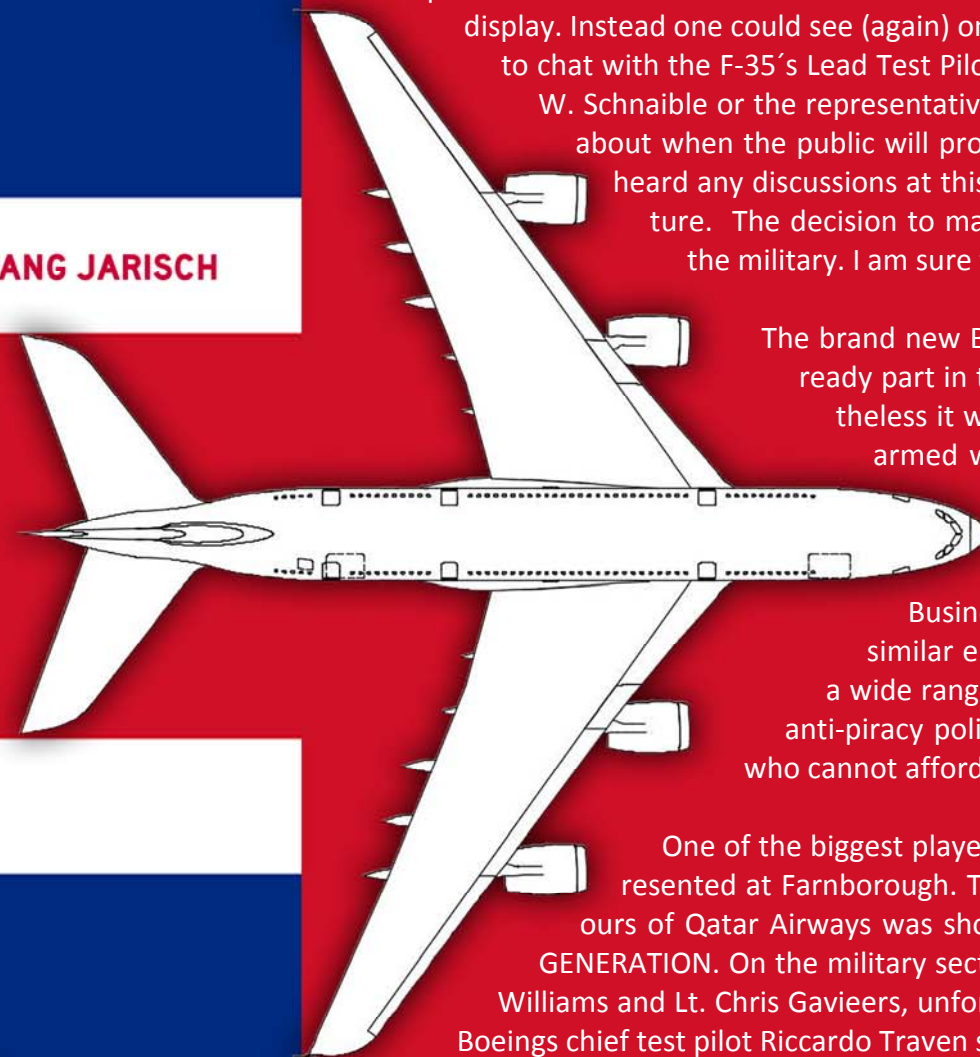
Tail Flashes



FARNBOROUGH 2014

REPORT AND PHOTOGRAPHY BY PETER THIVESSEN AND WOLFGANG JARISCH

The World's Greatest Airshow



The biennial Farnborough International Airshow (FIAS) proved to be a huge success for the organizer as well as for the exhibitors and their customers. The total amount of exhibitors was, compared to the last event in 2012, more or less the same, regardless the sales have exceeded the record breaking benchmark of 210 Billion USD within the five trade days.

There were plenty of highlights and innovations to be seen at Farnborough, nevertheless the much anticipated first appearance of the Lockheed Martin F-35 LIGHTNING II in Europe did not take place due to an engine failure of one of the test aircraft, which resulted in the grounding of the whole fleet. The many disappointed aviation enthusiasts on site have to wait a bit longer to see the future NATO's fighter/bomber on display. Instead one could see (again) only the wooden mockup of the F-35, still there was a good chance to chat with the F-35's Lead Test Pilot, Peter „Wizzer“ Wilson, the F-35 communication manager, Eric W. Schnaible or the representative from BAe Systems, Laurie A. Tortorello. When we asked Laurie about when the public will probably see the F-35 the very first time her reply was: „I have not heard any discussions at this time about the first European appearance of the F-35 in the future. The decision to make the trans-Atlantic flight is made by the U.S. government and the military. I am sure there will be a news release when the time comes.“

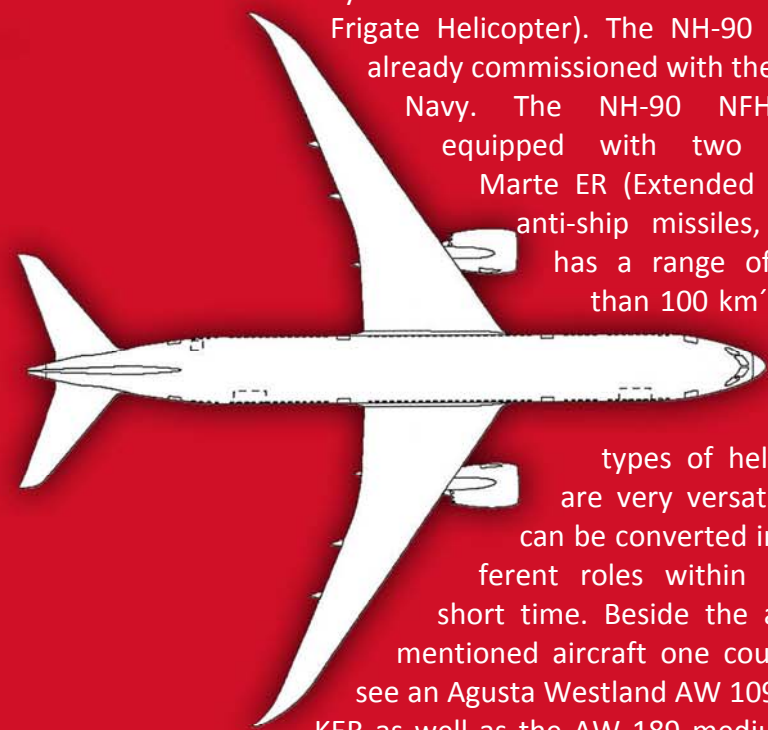
The brand new Boeing P-8 POSEIDON long range reconnaissance aircraft took already part in the Joint Warrior 14-1 exercise, held in Scotland this year, nevertheless it was one of THE highlights in Farnborough. The P-8 on display was armed with two CATM-84D Harpoon (Captive Air Training Missile). This configuration was used also during the flying display. The smaller brother of the POSEIDON, the MSA (Maritime Surveillance Aircraft) had its debut on the 2014 FIAS. Based on the Business Jet Bombardier Challenger 605 the MSA is equipped with similar electronic & surveillance systems like the P-8. The MSA can fulfill a wide range of tasks, like sea & land surveillance, search & rescue missions, anti-piracy policing. This modern aircraft is a perfect alternative for customers who cannot afford a sophisticated highend system like the P-8.

One of the biggest players on the civilian market, the Boeing company was very well represented at Farnborough. Their newest product, the 787-9 DREAMLINER painted in the colours of Qatar Airways was shown on the daily flying routine together with the 737-800 NEXT GENERATION. On the military sector the Boeing F/A-18F SUPER HORNET was displayed by Lt. Brad Williams and Lt. Chris Gavieers, unfortunately not in the same spectacular way like in the past, where Boeings chief test pilot Riccardo Traven showed the capabilities of this fighter jet in a remarkable way.

With the executive jets none of the big players is to be missed, like DASSAULT, CESSNA, GULFSTREAM or EMBRAER, just to name a few. The newest kid on the block, the EMBRAER company, is extremely successful with their E-190 and E-195 aircraft series. The latest model of this company, the cargo aircraft KC-390, was put on the market by using huge posters. The Russian Sukhoi company was also on site with their Super Jet 100 painted in the colours of one of its customer, the Mexican airline INTERJET. The AIRBUS Group was well represented on the daily flying displays with their A 380. It is always a pleasure to see the agility as well as the slow flight characteristics of this magnificent airliner. Additionally the brand new A 350 XWB was on display for the very first time for the public. This particular aircraft flew already in the colours of its first customer, QATAR Airways.

The AIRBUS Group is not only designing huge airliners but is also involved in the development of UAV's. Built by the company's sub division CASSIDIAN, the REAL ATLANTE UAS was on static display. For the very first time one could see the E-Fan technology demonstrator in the flying display, which is propelled by two electrical fan engines. This aircraft achieves a top speed of 220 km/h (cruising speed: 160 km/h) and is able to fly for 45 minutes with fully charged batteries. The military part of the AIRBUS Group was well represented with the A 400M and two different types of the CASA C-295.

In case of rotary aircraft there was a whole slew of helicopters on display on Farnborough's impressive show ground. The Italian FINMECCANICA group showed the newest acquisition of the Italian Navy, the AW-101 CSAR from Agusta Westland. The very first AW-101 CSAR is supposed to be commissioned on an Italian Frigate at the end of 2014, Also in (future) service with the Italian Air Force and Navy is the NHIndustries NH-90 NFH (NATO Frigate Helicopter). The NH-90 NFH is already commissioned with the Dutch Navy. The NH-90 NFH was equipped with two MBDA Marte ER (Extended Range) anti-ship missiles, which has a range of more than 100 km's. Both



types of helicopter are very versatile and can be converted into different roles within a very short time. Beside the already mentioned aircraft one could also see an Agusta Westland AW 109 TREKKER as well as the AW 189 medium size helicopter

Also belonging to the Finmeccanica Group is the company ALENIA which presented their LEAD-in Trainer Alenia Aermacchi M-346 and the smaller basic trainer M-345 together with the newest addition of the highly successful C-27 family, the MC-27L Gunship. This armed version of the SPARTAN cargolifter is armed with a 30mm Gatling gun and a special launcher system for GBU-44 VIPER E smart bombs!

The Turkish Aerospace Industry (TAI) surprised many visitors with their first official display of the T129 ATAK combat helicopter (outside Turkey), which is actually based on the Agusta A-129. TAI announced, that they will produce 60 aircraft in total, all of them locally built in Turkey.



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- The NH-90 NFH, above
- The AW-101 CSAR, below
- T129 ATAK combat helicopter, bottom



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Additionally one could see TAI's brandnew UAV called ANKA. This UAV is being produced in two different versions: the type A for reconnaissance and the type B for combat with weaponry.

The Swiss RUAG company, which is on a road to success with their new edition of the Do-228 NG, displayed an upgraded version of the Super Puma helicopter. All Super Pumas in service with the Swiss Air Force will receive the TH 06 ISR Super Puma Upgrade by the end of 2014. This modernization program includes avionics, electrical systems, the interior equipment as well as the helicopters super structure and its performance. With this upgrade the Super Puma will fulfill the Swiss Air Forces requirement for, at least, the next 20 years!



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There is life in the old dog yet – this saying can be used for the VIKING AIR company, which is specialized on the former DeHavilland company's Twin Otter aircraft. They bought DH's old production plant, modified the fuselage's super structure, implemented new avionics as well as new type of engines! How successfully this concept is, one can see in the sales! Orders for more than 100 aircraft have been placed to date, 50 planes have already been delivered to the customers. The aircraft on display in Farnborough is painted in the magnificent colours of Air Seychelles.



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- Alenia Aermacchi M-346, left
- Viking Air Series 400 Twin Otter, above
- Textron AirLand SCORPION, below (image taken at RIAT 2014)



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A big surprise was definitely the very first appearance of the Textron AirLand SCORPION. Originally designed by CESSNA in Wichita, Kansas, this low-cost fighter is now manufactured in cooperation between the company TEXTRON and the company Air Land. The advertised price for one aircraft is some 20 Million USD, the cost for one flight hour will not exceed 3000 USD. In times where budget cuts in the military are daily routine, this aircraft has the potential to become highly successful. The full scale production is scheduled to start in 2016.



- Diamond 42DA MPP, left
- Eurofighter Typhoon below
- AV-8B, right middle
- A-350, right bottom

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Military surveillance is more and more covered by UAV's as well as by smaller (and cheaper to operate) aircraft types. One of this sophisticated, but affordable types is the SAAB 340 MSA (Maritime Surveillance Aircraft). The Austrian company DIAMOND AIRCRAFT, which is well known for their high performance civilian light aircraft equipped one of their Diamond 42 aircraft with QinetiQ's ASX airborne communications surveillance system. The German GROB company presented their G520T EGRETT. This aircraft was already developed in the 1980s (maiden flight was in 1987), only some 6 aircraft in total were built (due to a corruption scandal an order of the German LUFTWAFFE was cancelled) and the company went bankrupt. The new owner announced at FIAS 2014 that the production and the development of the EGRETT will resume!

Traditionally the public could attend the show over the weekend with its spectacular flying program and a very well presented static display. The Royal Air Force Aerobatic Team, the RED ARROWS are celebrating their 50th anniversary in 2014 with an extremely dynamic show. Another highlight was the RAF's Eurofighter Typhoon display. The Typhoon is painted with the so-called Normandy stripes to commemorate the 70th anniversary of the Allied landings in Normandy, France. Plenty of historic aircraft were on display, like a Gloster Meteor, a DeHavilland Vampire and the English Electric Canberra operated by Midair Squadron, just to mention a few. One major attraction, not only for the British audience, was the formation fly-by of the AVRO Vulcan together with the RED ARROWS.



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The latest types of helicopters and passenger jets showed their capabilities as well as a very special (and rare) guest from Spain: an AV-8B MATADOR VTOL aircraft (the AV-8B is a modified and license produced version of the BAe Harrier built by McDonnell Douglas) Seeing the latest achievements in aviation is definitely thrilling, still there was one aircraft on the show which quickened the interest of enthusiasts and, especially, of many pilots. We are talking about the Old Lady, the venerable Lockheed L-1049 SUPER CONSTELLATION sponsored by the Swiss Breitling company. To fly at least once with this remarkable aircraft is still the dream of many pilots, who normally are on the controls of such aircraft like a Boeing 747, 777 or Airbus A 340/380 etc. Well, this is at least what they told us in many interviews

This article is just a short overview about this event, where one could clearly see the path into the future. We want to say thank you to everybody who gave us such an incredible support in Farnborough, like the people from Lockheed Martin, Boeing, the Airbus Group, Patrick Brunet from NHIndustries, Barbara Cruciani from Finmeccanica and of course the whole FIAS press team – we are looking forward to see you again at FIAS 2016!



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- Boeing P-8-A Poseidon, left top
- Boeing F/A-18 E/F Super Hornet, left bottom
- Boeing 787-9, right top
- Airbus A380, right bottom





RIAT 2014 PART 2

REPORT AND PHOTOGRAPHY BY
PETER THIVESSEN AND WOLFGANG JARISCH



A note from the Editor: The Royal International Air Tattoo, also known as RIAT by many fans worldwide, is the largest air show. There are of course several other events which call themselves the largest, but the proof is in the pudding or in this case, is in the actual flight program and the number of static aircraft on display. We had several of our photo journalists present, as we always do for this event and we decided to split our report into two segments. In our [October-November](#) issue we published Part 1, which was very detailed and here is Part 2, written from a different perspective.

Some 140.000 spectators turned up at RAF Fairford for the Royal International Air Tattoo 2014 over the second weekend in July to celebrate the RAF Red Arrows 50th anniversary. They were rewarded with breathtaking military aerobatic flying, thrilling fast jet displays, unbelievable agile military cargo planes, crowd helicopters and, additionally lots of classic warbirds.

The aerobatic display teams Patrouille de France, Frecce Tricolori, Patrouille Suisse and the Breitling Jet Team flew in to join the Red Arrows' celebrations, thrilling the crowds with their precision flying. On Friday, 11th of July the Royal International Air Tattoo welcomed a royal visitor at RAF Fairford. His Royal Highness, the Prince of Wales, came to meet the pilots of the RAF's aerobatic display team.

While the Red Arrows were in the centre of attention, as they celebrated their 50th display season, they were not the only military aerobatic team commemorating a half century at the RIAT 2014. Additionally the Swiss Air Force's aerobatic team, the Patrouille Suisse, is celebrating their 50th anniversary, having flown their first official display on August, the 6th of 1964. Their big birthday party took place over the first two weekends in September at Payerne AB, in Switzerland. See our photo report on page 31.

Some 240 aircraft coming from 25 different countries representing 31 air arms took part in Air Tattoo 2014. Unfortunately the most anticipated aircraft did not show up - the Lockheed Martin F-35B Lightning II. All current JSF (Joint Strike Fighter) were (again) grounded due to technical reasons, so there was no way that any of the announced aircraft showed up at Fairford during the weekend. Air Tattoo's Chief Executive Officer Tim Prince expressed his frustration: *"The decision was a great disappointment given the amount of planning that had gone into bringing the aircraft over to RIAT for its international display debut."*

Still there were some rare fast jets in the static as well as in the flying program. The most favourite for the vast majority of the enthusiasts was a rare appearance of two Sukhoi Su-22 "FITTER" ground-attack strike aircraft from the Polish Air Force. Another highlight for sure was the very last visit of the Vought A-7 Corsair from the Hellenic Air Force. In October this year the Greeks will retire their old workhorse in a fly out ceremony on the Araxos AB.

In conclusion, the quantity of the aircraft on display at Fairford was definitely far off from the record breaking events of the past, still the quality of the aircraft and their performances did not leave anyone disappointed. The static display showcased a wide range of different aircraft from all over the world, and the flying display did attract the public with a nonstop program from 10am to 6pm with lots of spectacular highlights, some of them absolutely unique in our times.

Thumbs up also for the great traffic control organisation, which guided thousands of vehicles almost with no delays to the designated parking areas. A very positive balance was drawn by the Air Tattoo's medical team, who reported no major incidents and a pretty quiet weekend for all those nurses and doctors who had been on duty over the. The Aviation Magazine would like to thank the whole RIAT's organization team: "job very well done, guys" with special thanks to Robert Hewson from the Saab Group for the splendid day and the hospitality in their chalet. (Georg Mader thanks so much for the connection with the Saab Group).



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- Breitling Wingwalkers, Boeing Stearman, top
- Eurofighter Typhoon FGR4 RAF mid left
- Shorts Tucano T1 RAF, mid right
- KC-767J JASDF, below



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- Royal Jordanian Falcons, Extra EA300L, above
- An English hare in full flight, left
- Baltic Bees, Aero L-39C Albatros, Estonian Air Force, middle
- BAC Jet Provost T.5, bottom



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BAE Hawk T.2 RAF, above



Sukhoi Su-22M "Fitter" Polish Air Force, above and the LTV A-7E Corsair Hellenic Air Force, below





Piaggio P-180 Avanti Italian Air Force, above



Messerschmitt-Bölkow-Blohm Bo-105 German Army, above and English Electric Canberra PR9 below





AIR 14 
PAYERNE  SUISSE
PHOTOGRAPHY BY PATRICE OLIVIER
UNLESS NOTED OTHERWISE

P-51D with the F/A-18C



AIR ↑ 4 SUISSE

Notes by the Editor

In 2014 the Swiss Air Force celebrated their 100th anniversary by holding their largest air show to date at Payerne Air Base. The first Swiss flying corps was established at the start of World War I with three aircraft in August 1914. As Switzerland was a neutral country, their pilots seldom fired a shot in anger during the war.

In 2014 the Patrouille Suisse celebrated their 50th anniversary! The official Swiss Patrouille Suisse aerobatics team, took off for the first time on 22 August 1964 with four Hawker Hunter Mk 58 aircraft. In its inaugural year, the new team flew during the Expo 64 Swiss national exhibition in Lausanne and during the festivities relating to the 50th anniversary of the Swiss Air Force. In 1970 a fifth, and eight years later, a sixth aircraft was added to the team. Currently they are flying the F-5E Tiger II, in an impressive six ship formation demonstrating their skills, unfortunately mostly in Europe only.

The Swiss Air Forces's PC-7 TEAM comprised of nine PC-7 aircraft manufactured by Pilatus Aircraft Ltd in Switzerland, and painted red and white, the Swiss national colours celebrated their 25th year anniversary in 2014 also. Thus, three anniversaries were celebrated at once in Payerne AB. Enjoy the images taken by friends of The Aviation Magazine.

- De Havilland (FFA) DH-100 Vampire, p33 top,
- Hawker Hunter TMk 68, p33 bottom,
- Northrop F-5F Tiger II top,
- Dassault Mirage IIIDS, bottom, showing different generations of Swiss Air Force aircrafts.



MiG 29 setting off some flares, from Poland



The French RAMEX DELTA Team tearing up the skies in their Mirage 2000Ns





The Breitling Super Constellation above and below and the P-51D Mustang "Moonbeam McSwine"



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F-5E s of the Patrouille Suisse & SWISS A-330



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CALIFORNIA CAPITAL AIRSHOW

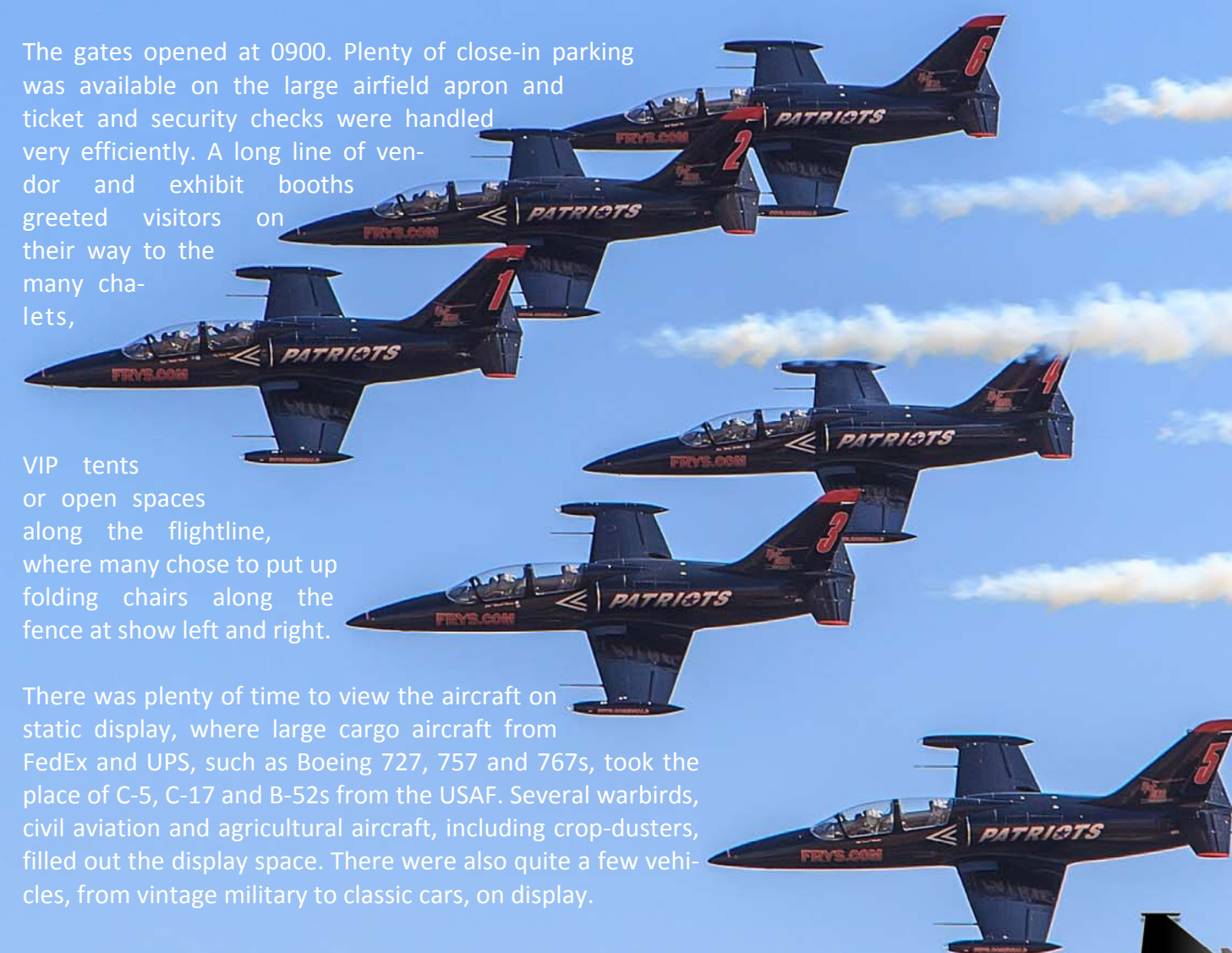
REPORT AND PHOTOGRAPHY BY NORMAN A GRAF

The ninth annual California Capital Airshow took place at Sacramento Mather Airport September 6-7, 2014. Although the US air show industry still suffers from the effects of the ongoing budget sequestration which limits military participation, the CCA was able to secure the USAF's F-22 Raptor demonstration team as well as the Marine's AV-8B Harrier II demonstration. The Patriots Jet Team, which last year had made an appearance at the show after the last-minute cancelation of the MCAS Miramar Show, was in the lineup from the beginning and staged from Mather Field. Additional jet noise was provided in the air by Greg Colyer in his T-33 and on the ground by Bill Braack in the Smoke-N-Thunder Jet Car. Warbirds from World War II and the Vietnam era were also on display in the sky. Aerobatic fans were entertained by Michael Wiskus and the wing-walking demonstrations of Carol Pilon. Combine that with all sorts of aircraft and cars on static display, the many veterans in attendance, and the numerous science, technology, engineering, and math exhibits and you have all the ingredients for a successful air show!

The gates opened at 0900. Plenty of close-in parking was available on the large airfield apron and ticket and security checks were handled very efficiently. A long line of vendor and exhibit booths greeted visitors on their way to the many chalets,

VIP tents or open spaces along the flightline, where many chose to put up folding chairs along the fence at show left and right.

There was plenty of time to view the aircraft on static display, where large cargo aircraft from FedEx and UPS, such as Boeing 727, 757 and 767s, took the place of C-5, C-17 and B-52s from the USAF. Several warbirds, civil aviation and agricultural aircraft, including crop-dusters, filled out the display space. There were also quite a few vehicles, from vintage military to classic cars, on display.



The flying began at noon and continued for four hours of uninterrupted action and excitement. As the Lucas Oil Parachute team climbed to altitude, a beautiful DC-3, "The Spirit of Benovia," flew past. The National Anthem played as Michael Wiskus circled the descending jumpers. We had ourselves an airshow! Bill Braack got the crowd going with his high-speed race down the runway: the 10,000 horsepower Westinghouse J34-48 engine of the Smoke-N-Thunder jet car propelling him to almost 400mph. The West Coast Ravens then put on a very nice display of formation flying in their RV aircraft, culminating in a perfect fourteen-ship flyby. The Frye.com Sabreliner then put on a beautiful aerobatic display paying tribute to Bob Hoover.

The warbirds were up next, beginning with manoeuvres by the Vultures Row AT-6 formation team, followed by a mock dogfight between the CAF's A6M3 Zero and F6F Hellcat. Greg "Wired" Colyer took us into the Korean War era with a beautiful demonstration of the T-33's handling characteristics. This was followed by the AV-8B Harrier II tactical demonstration, performed by the Marines of VMA-214 "Blacksheep" from MCAS Yuma. It was a high-powered, high-volume demonstration of raw power combined with the graceful hovering capabilities of this V/STOL aircraft, and brought the crowd to their feet. Michael Wiskus then returned to the sky in his bright red Lucas Oil Pitts biplane to put on his full aerobatic demonstration, complete with loops, rolls and an inverted ribbon cut at show center. He would return once again later in the day to race Bill Braack in the jet car. The very distinctive "whomp whomp whomp" sound announced the return of the UH-1 helicopter. Earlier in the day the Metro Fire UH-1 Huey had demonstrated a water-drop in front of the crowd, but this time it was a Vietnam-era warbird conducting a Combat Search And Rescue mission to recover the Lucas Oil Parachuter who had performed earlier. Top cover was provided by a T-28 Trojan as the Huey came in low and fast, unloaded a squad of military reenactors who ushered the parachutist onboard, then departed just as quickly.

The Patriots Jet Team, which last year had staged out of their home base of Byron, was on the ramp this year. The pilots, including Thunderbirds, Blue Angels and Snowbirds veterans, put on a beautiful high show in their six black L-39s, complete with multiple delta and diamond formations, tail-slides and head-on crosses.

It was now time for the warbirds again: two Mustangs, a Corsair, Spitfire and a B-25 Mitchell bomber made a half-dozen passes in front of the crowd, from both right and left. Their demonstration climaxed with a massive wall of fire as pyrotechnics were detonated along what seemed to be the length of the runway. The heat from the explosion was quite noticeable even many hundred feet away. Third Strike Wingwalking was up next: Carol Pilon amazed the spectators with her wing walking demonstration as Marcus Paine skilfully piloted the bright red Boeing Stearman through the beautiful blue skies over Sacramento. Steve Hinton combined a warbird flight with an aerobatic show in an elegant demonstration of the P-38's capabilities.

The headline act this year was the USAF's F-22 Raptor demonstration team. Capt John "Taboo" Cummings really rocked the crowd with his amazing demonstration of the fifth-generation stealth fighter's capabilities. After his tactical demonstration he joined up with Steve Hinton, flying the Lightning "23 Skidoo," for the Heritage Flight. It was a picture perfect ending to another terrific air show in Sacramento. "The Show sought to inspire, remember, honor, educate and entertain and the California Capital Airshow's 9th edition, presented by Sacramento County, did just that," said Darcy Brewer, executive director of the California Capital Airshow. "From the performers in the sky to the exhibits on the ground the mission was accomplished. We provided a family-friendly safe, clean and entertaining event that had fans clamoring for more!"

Mather Field's runway layout (4/22) can be challenging for photography early in the day, but by the afternoon when the majority of the flights take place it is much less of a problem. The action takes place close enough to the flightline that a 400mm lens is sufficient to capture all of the action. The air show organizers provide a variety of different opportunities for the aviation photographer, including access on arrival and practice days, early morning and evening access and preferred shooting locations before and during the air show, including access to a scissor-lift at show center.

Air Boss Ralph Royce and Narrator Ric Peterson once again teamed up and did a fantastic job of keeping the airspace safe and the audience informed and entertained. The Aviation Magazine would like to thank Darcy Brewer and all of the staff, volunteers and sponsors for putting on such a great show and Karen Strong for arranging the media access.





Heritage Flight: P-38J Lightning "23 Skidoo" & F-22 Raptor



Michael Wiskus in his Pitts Biplane racing Bill Braack in the Smoke-N Thunder Jet Car.



Metro Fire Bell UH-1H Huey, left
Greg "Wired" Colyer, Lockheed T-33 Shooting Star, above



Supermarine Spitfire MkXIV, above



AV-8B Harrier II Demo,
on the left, and P-51D
Mustang "Wee Willy II"
below right



Mitsubishi A6M3 Zero



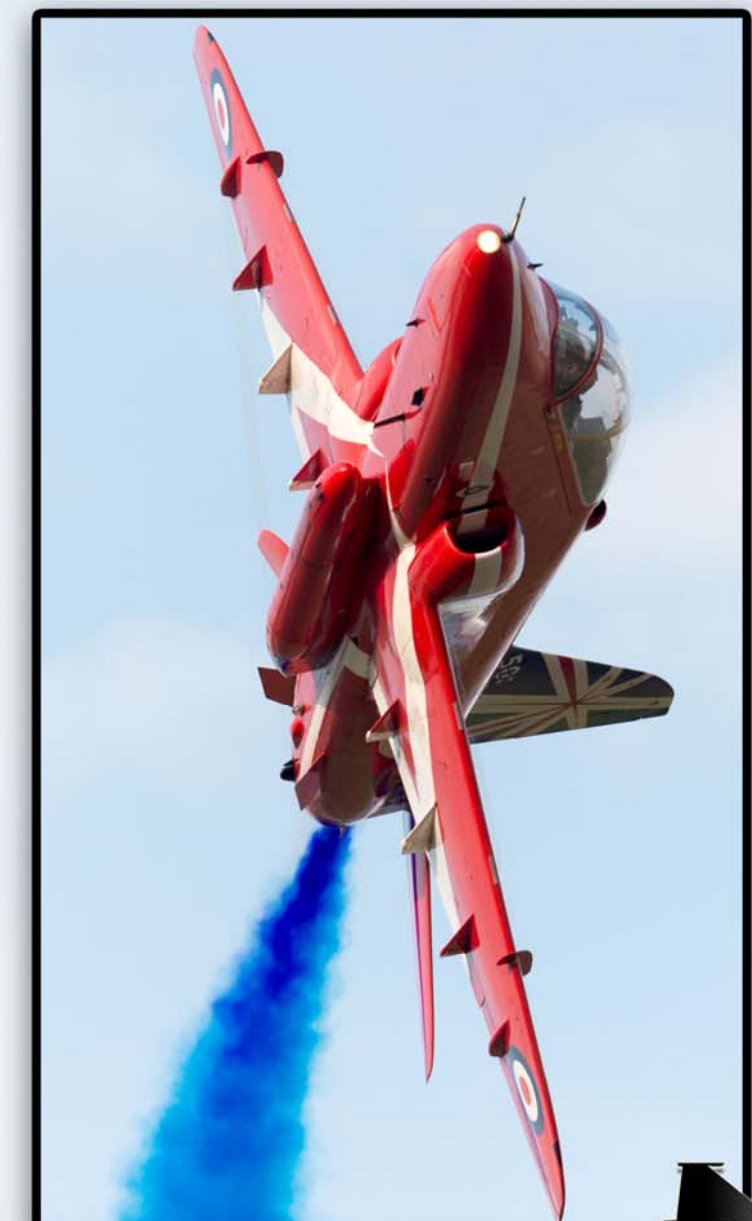


DUXFORD
The Battle of Britain Anniversary Air Show
September 12 and 13 - Images by Robert Kysela

Curtiss Hawk 75



Royal Aircraft Factory SE5a, above Red Arrow's BAE Hawk, below





The only two airworthy Avro Lancasters flying together above, and the Fokker Dr.I below



- "Miss Pick Up" PBY Catalina, above
- Supermarine Spitfire left
- C-47, below



The Imperial War Museum (IWM) at Duxford/Cambridgeshire is one of the most interesting places in the UK, at least for the aviation enthusiast. Every year the IWM holds several airshows over the season, one in May (Spring Airshow) one in July (Flying Legends Airshow) and one in September (Autumn Airshow).

The last one was initially supposed to commemorate the 100th anniversary of the outbreak of the Great War (World War I). Unfortunately the list of participating aircraft was limited to a few replicas, some of them even scaled down UL's. Still it was good to see these old (looking) machines in the air, but the originally announced flypast of 20+ WW I vintage aircraft never materialized. Instead of seeing plenty of fragile aeroplanes from the early days of motorized aviation one could see some fantastic displays of World War Two aircraft.

The main theme shifted from the Great War to the 75th anniversary of the Battle of Britain – which historically is not really correct. The Battle of Britain is defined by historians in the period between the 10th of July till the 31st of October 1940! The ten thousands of spectators did not really bother about the correct date and enjoyed some great displays from Spitfires flying in formation with a Hawker Hurricane as well as the Hawk displays (Curtiss P-40F Warhawk and a Curtiss Hawk 75, both from The Fighter Collection).

The highlight of the IWM Duxford Autumn airshow was for sure the unique Lancaster display. Unique because it was not only the common BBMF Lancaster Mk. III but also the Canadian based Lancaster Mk. X from the Canadian Warplane Heritage Museum at Hamilton, Ontario which one could see in the sky above Duxford. Unfortunately the two Lancs flying in close formation was available on Sunday only.

For the Saturday event IWM organized another showstopper – the AVRO Vulcan XH558. This huge strategic bomber from the Cold War impressed the crowd not only with its sheer size but also with a remarkable display. Especially the final pass was unbelievable: a high angle climb with full power followed by an almost completed barrel roll (some 120° at least). The first passes of the Vulcan were accompanied by two Folland Gnats coming from North Weald, which made a very nice and unique formation (the tiny little Gnat made the Vulcan look even more impressive).

Absolutely unexpected (at least we did not have this one on our radar screen) was another great display by a Boeing 727. The very first public appearance of a privately owned airliner (by the company T2 Aviation's Oil Spill Response) was not a common airliner flyby but an extremely dynamic show. No wonder, as the pilot in the Boeing 727 was no one less than Dan Griffith. Dan is one of the best and most respected airshow pilots in Europe and one of only two people with the type rating to fly the DeHavilland DH 110 Sea Vixen.

The airshows in Duxford are always highly recommended! The September 2014 show was definitely no exception. The main themes were not really clear, but, who cares? There was plenty of flying and also plenty of highlights for everybody. We are already looking forward to the next season, which will start in Duxford at the 23rd/24th of May 2015 with the VE Day Anniversary airshow – CU there!

RENO

Article and photography by Norman A Graf

"Fly low. Fly fast. Turn left." Sounds simple enough. But for almost 120 pilots racing in six classes over five long days in September (not counting qualifying days) that's just the start of it. The week in September at Stead is the culmination of work that has gone on all year, and in many cases over many years. Stead Field, outside of Reno, Nevada, is the home of the National Championship Air Races. Organized by the Reno Air Racing Association, it is the last pylon air racing event of its kind in the world.



“Race On” was the theme for this, the 51st season of racing at Stead. And race they did, with one of the most competitive series of races in recent years. Indeed, the closest race in the event’s history ended with a photo finish in the Unlimited Gold Heat on Saturday. Seven-time race champion Bill “Tiger” Destefani, owner of Strega, had retired in 2008, passing on the reins to his protégé Steve Hinton. In 2009 “Steve-o” set a course record on his way to becoming the youngest champion in the event and proceeded to win three more times in Strega before retiring in 2012. Lured out of his brief retirement the very next year by the owners of Voodoo, Steve promptly won again in his new mount. Our report on last year’s competition between Voodoo and Strega can be found [online here](#). The lure of racing Strega head-to-head against Steve in Voodoo proved irresistible to Tiger, who came out of retirement this year to compete once again. Flying high during all six laps of the heat, Tiger traded altitude for airspeed at the finish, appearing to catch Steve-o at the line. Unfortunately Strega was later disqualified for “not maintaining course altitude” so we’ll never know if Tiger’s diving sprint paid off. Nevertheless, the crowd went wild. Even viewing the finish from the pylons, the excitement was palpable. During the cooldown, Tiger announced a Mayday as Strega experienced mechanical difficulties. He landed safely but announced the next morning that he would retire once again from racing. Without Strega Sunday’s final Gold Race was not nearly as exciting, although the disqualification of Thom Richard, flying Precious Metal, for cutting the showline was cause for much discussion.

In addition to the Air Races, this event also hosts an Air Show and the National Aviation Heritage Invitational aircraft display. The air show acts are interspersed with the races during the weekend. The Patriots Jet Team put on a splendid performance in their six black L-39 aircraft. Three Alaskan F-22s were at the show, with one on static display. Raptor Demo Team pilot Capt. John “Taboo” Cummings amazed the crowds with a spectacular demonstration of the jet’s capabilities. The Heritage Flight was particularly interesting as it featured a P-51D Mustang, Wee Willy II, showing the incredibly long history of that airframe. One of the Raptor ferry pilots, Lt. Col. Kevin Sutterfield made his racing debut piloting SNJ-4 #42 Defector to a sixth place finish in the T-6 Silver Medal race. In October Sutterfield will return to Elmendorf AFB to take command of the 302nd Fighter Squadron, one of the USAF’s ten front-line combat F-22 squadrons. Aviation legend Bob Hoover was recognized as the 2014 Man of the Year and was in attendance signing autographs and answering questions during the show.

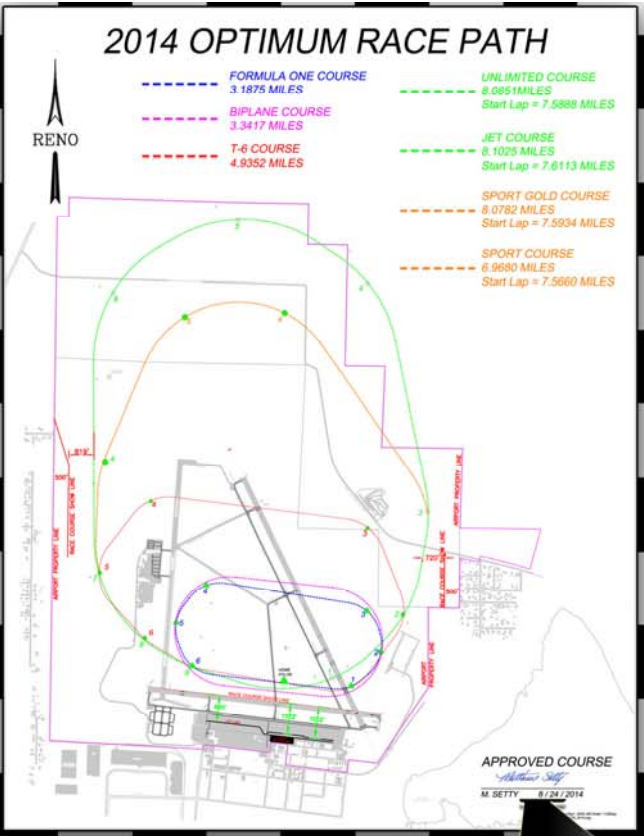
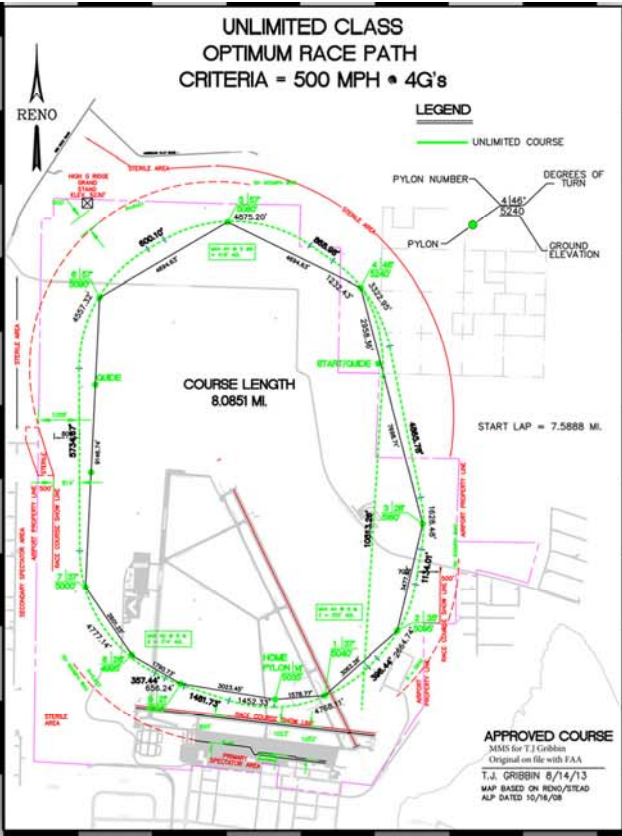
There are numerous viewing options for spectators, from open spaces to set up a folding chair, to reserved seating, bleachers or chalets. A trip to the “pits” is well worth it, especially after hours, as you can see teams working (or partying) late into the night. It is an atmosphere unique to this event and not one to be missed. Jumbotrons were set up at either end of the grandstands providing spectators with enhanced viewing opportunities. Live video streaming of the races was also provided by LiveAirShowTV. Announcers Ray Hafeli, Steve Stavrakakis and Danny Clisham did a great job of keeping the viewers informed and entertained.

Unlimited Breitling Gold Results:

Place	Race #	Aircraft		Pilot	Speed (mph)
1	5	P-51D Mustang	Voodoo	Steven Hinton	462.926
2	86	Yak 11	Czech Mate	Sherman Smoot	458.856
3	8	Sea Fury TMK 20	Dreadnought	Dennis Sanders	419.394
4	71	Sea Fury TMK 20	Sawbones"	Curt Brown	415.685
5	924	Sea Fury TMK 20		Korey Wells	368.503
DNF	77	F8F-2 Bearcat	Rare Bear	Stewart Dawson	
DNF	114	Sea Fury MK II	Argonaut	Mark Watt	
DQ	38	P-51XR Mustang	Precious Metal	Thom Richard	



Steven Hinton in the P-51 Mustang Voodoo on his way to winning the Unlimited Breitling Gold race, above. The Aviation Magazine would like to thank all of the staff, volunteers and sponsors who make this event possible.





- T-6G Strip Teeze, top left
- Marchetti S211, top right
- Lancair Legacy Spirit of America, mid left
- P-51XR Mustang Precious Metal, mid right
- F7F Tigercat La Patrona, bottom right



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NATO DAYS IN OSTRAVA & CZECH AIR FORCE DAYS 20 - 21 September 2014

Report by Robert Kysela & photography as noted



F-16MLU Solo Demo of the RNLAF

The third largest city of the Czech Republic, Ostrava is located in the northeast of the country, about 50 km away from the Polish border. The annually held NATO Days, one of the largest European Military & Security events, takes place on Ostrava's local Airport (Leos Janacek Airport), which is located in south of the city.

Special units of the police, military and rescue forces, plenty of tanks and artillery units show together with all kind of military aviation their skills. Although the name NATO Days suggests that it is the official event of the biggest Western military alliance, this is incorrect. It rather is an event of the Czech armed forces, local rescue and emergency units held together with a host country (in 2014 it was the northern neighbor and NATO member Poland) and plenty of other guests, mainly coming from other NATO members. Strictly speaking, there are actually two events in one: the already mentioned NATO Day and the Czech Air Force Day. The latter represents the extensive air component. The importance and also the support that NATO has within its new members (the Czech Republic , together with Poland and Hungary are full members of the alliance since 1999) is remarkable. More than 200,000 spectators were counted over the weekend from the 21st and 22nd of September 2014 . More than enough reasons to have a closer look on the history, presence and maybe future of NATO.

*Source: Google and 1&1 Site Analytics dated 09/30/2014

The largest Western military alliance called NORTH ATLANTIC TREATY ORGANIZATION (NATO) has gone through more than just one identity crisis in recent years. Quite often in the last 25 years the existence of the NATO was ques-



tioned after the end of the Cold War and the collapse of its Eastern counterpart, the Warsaw Pact. This questioning was mainly based on the lack of a tangible, potential opponent. Many members of the former Eastern Bloc are now part of the Alliance and it looked almost as if this would reduce the NATO to a third-rate umbrella organization with no real responsibilities in the near future. This was accompanied by a drastic reduction in military spending in Western industrialized countries; USA, Canada, Britain, Germany and Italy and a heavily modified strategy through the use of so-called asymmetrical battle groups in the crisis regions of the Middle East and especially in Afghanistan

The assumption that all future conflicts will be reduced to third countries, or on pure fighting terrorism has greatly shaken the very foundations of NATO. Antiquated, completely outdated, decomposed, bureaucratic and especially the accusation, to be merely a random toy of the American ally, are just some of the unflattering attributes that were repeatedly used not only by all kind of left-wingers and their associated press members.

The NATO was founded in 1949 (signing of the contract was on April 4, 1949, (ratified on August 24, 1949) with the aim to oppose the Communist threat to Western Europe and the so called free world, respectively being powerful enough to counter any expansion of the Soviet sphere of influence. This part was played by the Alliance until the fall of the Berlin Wall and the collapse of the Eastern Bloc emphatically. In the following years, it was mainly the eastward expansion of NATO and the resulting implementation of the new member countries, such as Poland, Hungary, Romania, Czech Republic, to name just a few, which kept the alliance busy. The conflict in the former Yugoslavia made sure that NATO could insist on their right to exist (although it was not really a case of alliance, NATO Forces were employed 1998 during the air campaign over Serbia as the big stick of Western security policy). After the devastating terrorist attacks in the United States in 2001 for the first time in the history of the alliance a case of emergency materialized (NATO case of emergency = in the event, that any NATO member is under attack all other members are to provide military assistance). In case of the September 11th aftermath all members were united in their support of the United States to fight against terrorism. When the Americans planned their invasion in Iraq the first disagreements within the willingness to cooperate of individual member countries came up. There was no NATO deployment in Iraq, member states, such as Germany, Greece and Belgium, refused their support. This formed rift within the Alliance was even greater during and after the Iraq crisis, when it became known that all the reasons listed by the Bush administration for the invasion of Iraq was based on false information.

Further problems and discrepancies, especially with Russia, caused the expansion of NATO, especially with the so-called eastern enlargement. Various advances under the auspices of the United States and the United Kingdom in accordance with their new allies Poland, Czech Republic and the Baltic States, came not only on reciprocal love. Especially the repeatedly touted missile defence shield (Active Layered Theatre Ballistic Missile Defence [ALTBMD]) has led to major disagreements with Russia. This approach of the West (and hence NATO) has, albeit indirectly, not really stabilized the ongoing crisis in Ukraine. Russia has always announced their displeasure and their concerns to an integration of former Soviet satellite states into NATO. The idea that the Ukraine, Georgia and other countries with a common border with the Russian Empire are full members of the Western military alliance, is just as unthinkable for the Russian soul, as the situation for Washington represented with Fidel Castro's Cuba in the 1960s. Today all the blame for the current situation in eastern Ukraine is, pushed by the very one-sided reporting of Western media, exclusively attributed to the acting Russian President Vladimir Putin (not that he would accept any responsibility). The fact is completely ignored, that the former Ukrainian President Yulia Tymoshenko already sought membership in NATO, which was reversed only by the election of the pro-Russian President Viktor Yanukovich. The real question of whether Ukraine will integrate into the European sphere of influence, and thus in the EU and in NATO, or traditionally allies with Russia, divides the country. The rest you can hear every day in the news, still the real reasons for the unrest in the eastern Ukraine are much deeper than the current press coverage makes us believe.

Who is guilty and responsibility for the escalation in the Ukrainian crisis is not part of this report. In any case, NATO has benefited up to a certain point from the events. Not only small "frontline states", such as Estonia, Latvia or Lithuania understand their membership in NATO as a fundamental protection against potential aggression, countries such as Germany, the Netherlands or the UK just start to realize, that the 65 year-old military alliance is (again) the guarantor of their security as well.

The NATO flexes its muscles in the Ukraine crisis - even if only verbally. Militarily, it is hardly in a position to follow up their words with action. The rigorous austerity of the last years in almost all member countries, downgraded the ability of the North Atlantic Pact extremely. Just for example, the United Kingdom owns two of the most modern aircraft carriers, but does not have a single fighter plane that could operate from them! The German Bundeswehr is currently in the public eye, because it has been found that it does have to meet more and more tasks, the much-needed funds for fulfilling its job were slashed continuously by the responsible governments. Numerous equipments are outdated and barely operational, new purchases are either not available (Airbus A400M) or do not meet in many respects the expectations placed in them (NH 90 helicopter). However, the current debate in the media shows only the tip of the iceberg. If NATO is to fulfill its mission now and then, more must be done, as to call for its help hysterically in the wake of a crisis!

Non of these issues could be felt at the NATO Days in Ostrava. A large number of military hardware was presented to the numerous spectators on the ground and in the air. The highlights included mainly the flight demonstration of a Bell CV-22B OSPREY of the 352nd Special Operations Group and a great lineup consisting of three generations of fighter aircraft made by SAAB - a Czech JAS 39 Gripen, a J-35C DRACEN and a AJ-37 VIGGEN. Four Lockheed Martin F-16 (from the Netherlands, Denmark and from Greece) completed together with a Finnish Boeing F/A-18C Hornet, as well as a Slovak MiG-29A (NATO - Code: FULCRUM A) the series of fast jet displays.

Unfortunately the participation of aircraft in the flying display from the partnering country Poland was very limited. A display of the Polish Air Force MiG-29A (NATO Code: FULCRUM) had to be cancelled due to technical reasons, the rest (Sukhoi Su-22UM3K, PZL-28 BRYZA, etc.) was available from the outset only as static. The weather was excellent, at moderate temperatures with partly sunny intervals everybody was completely satisfied – well, at least those spectators we could talk to! The NATO Days in Ostrava in 2014 have proven that they are one of the premium military show events within Europe and a must for every aviation enthusiast. See you there again in September 2015!

All images on this page © 2014 Peter Thivessen



- Capt. Fingerroos, of the Finnish AF F/A-18 Solo display performing his impressive display, above, mid right and bottom.
- F-16 MLU of the RNLAF deploying flares, bottom left.



- Captain Sotirios Stralis is Display Pilot of the HAF F-16 Demo Team "Zeus" above and bottom
- Let L-410FG of the Czech AF mid left





CV-22B of the 7th Special Operations Squadron stationed at RAF Mildenhall, UK



Mi-24V (Mi-35) Czech AF



Mi-24V (Mi-35) Czech AF



Mi-171Sh (Mi-8AMTSh) Czech AF



Slovak AF Mi-17



MiG 29 Polish Air Force



© 2014 Peter Thivessen



For 2014 The NATO Days were a Saab lovers delight.
Three generations of fighters flying together was a sight to be seen!

- SJAS 35 Draken, JAS 37 Viggen, and JAS 37 Gripen, p.65 middle and bottom
- Saab JAS 37 Viggen above

Saab 37 AJS Viggen "Thunderbolt"



Saab 37 AJS Viggen flying low!



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PATRIOTS Jet Team Media Flight

REPORT AND PHOTOGRAPHY BY NORMAN A. GRAF



The origins of the Patriots Jet Team go back to the last millennium: it was in 1999 that owner Randy Howell purchased his first pair of L-39 jets and brought them to California. After being modified to remove excess weight, upgraded with modern avionics, outfitted with a smoke system and being painted in their striking black livery they joined the air show circuit in 2003. Over the years, additional aircraft and pilots were added to the team, bringing them to where they are today: the world's largest civilian-owned aerobatic jet team.

The team includes pilots who are veterans of the U.S. Air Force Thunderbirds, U.S. Navy Blue Angels and Royal Canadian Air Force Snowbirds. In addition to the six primary pilots, the all-volunteer team includes support pilots, ground crew, and a marketing and announcing support crew. The team's mission is to entertain audiences while inspiring the nation's youth towards careers in the aviation and aerospace fields. In the twelve years since their inception, the team has accumulated over 100,000 hours of flight time and performed in more than 1500 air shows. The [Patriots Jet Team Foundation](#) is a new, all-volunteer non-profit organization which is developing innovative educational programs to encourage students to study science, technology, engineering and mathematics.

As part of the media day activities just prior to the California Capital Airshow the Aviation Magazine was invited to fly along with the Patriots to experience up close what it is like to fly formation aerobatics in these high-performance jets. Flying along with me were representatives from the local Sacramento TV and radio stations. The four of us were met on the tarmac by Michael "Smurf" Temby who filled us in on the history and mission of the team. "We're excited to be able to share our passion with you, and you should be a little bit fired up because you're going to be flying in formation three feet off the wing of another airplane. The number one most important thing is safety; the second most important thing is for you guys to have an incredible time." He then introduced us to the master of jet operations, Jeff "Mojo" Jess, who is responsible for the entire ground crew and keeping the aircraft airworthy and safe for air show flight.

Mojo gave us a very detailed and in-depth seat brief, describing every step from entering the cockpit to getting back out after landing. We would be strapped into our seats with straps over our shoulders and legs. "You want to pull the leg straps pretty tight. When we go inverted you'll be hanging from the belts. If they're loose you'll bang into the canopy, so you want to snug them up." We were then introduced to the "red lollipop," a small but important lever on the right of the seat. This would release the straps holding us into the seat, but keep us connected to our parachute. (Although the aircraft are equipped with ejection seats, these would not be an option for us, as their use requires much more training.) A controlled bailout would take place if something catastrophic were to go wrong with the airplane, but the pilot still maintained control. "You will get a command 'Prepare to bail out.' Lift up the red lollipop, push forward, lock it in. Tell the pilot 'Ready to bail out.' When you hear 'Release canopy' grab and yank the canopy release handle. The cockpit pressurization plus the slipstream will blow off the canopy. We're going to turn the airplane upside down and you're just going to fall out. A tether connected to the seat will open the parachute. At that point you're just basically along for the ride. When we get to the ground, we'll gather up our parachutes and we'll go to the bar. We'll have a talk... 'Can you believe we just did that?'" The command "Bail out! Bail out! Bail out!" would indicate an emergency bailout, in which case one has to get out as quickly as possible. "By the third time you gotta be out of the plane. Canopy first, then lollipop, then get out of the airplane." Although the briefing was primarily meant for the four of us who would be flying, a large number of police officers and firefighters were also there to learn the safety procedures were there to be an incident on the ground. "Egress! Egress! Egress!" would be our signal to release the canopy, pull the safety cover on the straps and pinch the tongs to release us and then scramble out of the cockpit.

Mojo continued his briefing by going over our plan, explaining the effects of g- and how to combat them, and warning us about motion sickness. "You'll all have sick-sacks in your leg pockets. If the bag is not big enough (it will NOT hold a 12 inch sub) open your flight suit and finish there. Then take the flight suit home, wash it and bring it back tomorrow." Turning tightly or accelerating rapidly would subject our bodies to a greater force than what we are used to. One "g" is what we normally experience from gravity standing on the ground. Much more than that prevents blood from traveling to the brain, depriving it of oxygen. A loss of peripheral vision during high-g maneuvers would be our first indication that we

might pass out from the resulting lack of oxygen to the brain, a condition known as G-LOC, or g-induced loss of consciousness. Your peripheral vision will start closing into a little dot. When the little dot goes away, you've gone away. When the little dot comes back you come back. The effects can be mitigated with the Anti-G Straining Maneuver, which combines a maximum flexing of all your muscles combined with an expansion of the lungs. This is most easily done by breathing in and forcefully saying the word "Hick!" (which gives rise to the more colloquial name for the maneuver).

"Do not touch anything red! Feet back against the seat, legs wide. Have an incredible time!" With that we were off to get outfitted with helmets and flight suits and assigned to our pilot and crew chief. I would be flying right wing in Patriot #4. Crew chief Scott "Kobro" Ehlert got me strapped in while Steve "Rings" Diethelm attended

to setting up my Go-Pro and making sure my camera was correctly tethered. "If that were to fall into the foot wells or your strap caught on the stick it would cause problems when landing. You don't want to be that guy." My pilot was Troy "Curly" Myers, VP of Hot Line Construction, one of the longtime sponsors of the team. He has been with the Patriots from the beginning: "Randy and I have been friends since the beginning of time and when he was getting the L-39s he wanted to know if I wanted to fly one. I said 'Sure!' So I went through the checkout in the early 2000s and it's been a lot of fun since then." During airshows Curly sits in the back seat of one of the jets and takes notes on the performance. "We don't get to practice as much as the military teams, so having a safety observer on board has made a huge difference."

The canopy came down, the engine spooled up and we taxied out. Soon all four jets were on the runway and we took off in formation. After climbing out and gaining altitude the diamond tightened up and did a formation wingover. We continued out over the great Central Valley, spread out a little bit in trail and did some high-g turns and barrel rolls as we played follow-the-leader through the sky. Blue sky was replaced by the gold and green of the earth as we rolled inverted. Positive gs in the rolls turned to negative gs as we went up and over the top. My camera, which moments before had been abnormally heavy in my lap, now strained eerily towards the canopy. I took my eye from the viewfinder to simply enjoy the experience. All too soon Mather Field came in sight, and we began our landing sequence. We flew over the field in right echelon with a hard left formation break. We were pulling close to 6 gs. Hick! Hick! Hick! We got a beautiful view of the airport on our downwind leg. Then base and final before touching down smoothly. Wow! What a ride!

The Aviation Magazine would like to express our thanks and sincere appreciation to the Patriots Jet Team, "Curly," "Mojo" and "Smurf" in particular, and their sponsors, Fry's Electronics and Hot Line Construction, for making this flight possible. We would also like to thank Darcy Brewer, executive director of the California Capital Airshow, and media director Karen Strong for arranging the media access.



MoJo

Good to go!

Formation take-off

Close echelon formation



Banking hard to the right... page73, Frys.com 's T-39 Sabreliner above, and Curly and I after our flight, below.





Belgian Air Force Days 2014

Report and photography by Peter Thivessen



For the first time after a long absence (15 years in total) a military air show was held at Kleine Brogel Air Base in Belgium. The 10th Tactical Wing of the Belgian Air Force hosted the so called Belgian Air Force Day between the 12th until the 14th of September 2014. The official show days were Saturday and Sunday, nevertheless there was a spotters day held on the Friday, where one could watch almost all of the arrivals as well as some rehearsals. Beside the aviation spotter also school boys and girls were invited just to raise the interest in aviation for the young people. Over the weekend the base was open for the general public. A huge flying program was offered from 09:00h until 19:00h, which was really outstanding. It is not that often that one can watch such a wide range of participating aircraft coming from all kind of air arms on a single air show.

Some of the display participants:

F-16A MLU, Demo Team, Belgian Air Force
F-16C, Demo Team "Solotürk", Turkish Air Force
F-16AM, Demo Team, Royal Netherlands Air Force
F-16C Block 52+, Demo Team "Zeus", Greek Air Force

Patrouille de France, 8x Alpha Jet, French Air Force
Red Arrows, 9x Hawk T1, Royal Air Force, UK
Frecce Tricolori, 10x Aermacchi MB-339, Italian Air Force
Breitling Jet Team 7x L-39C Albatroses, France
PC 7 Team, 9x Pilatus Turbo Trainer, Switzerland
Al Fursan, 7x Aermacchi MB-339, VAE
Red Devils, 4 x SIAI Marchetti SF-260 M+, Belgian Air Force
Royal Jordanian Falcons, 4x Extra 300L, Royal Jordanian Air Force

There were two main themes covered on this particular event, the one celebrated 100 years of military aviation, the other commemorated 40 years of the Lockheed Martin (former General Dynamics) F-16. In the flying display one could see four! FIGHTING FALCON's coming from four different air arms (Turkish Air Force, Hellenic Air Force, Royal Netherlands Air Force and last but not least from the Belgian Air Force), several more were placed into the static display (Danish Air Force as well as Portuguese Air Force). The maiden flight of the F-16 took place on February, the 2nd of 1974, only one year later the Air Forces of Belgium, the Netherlands, Denmark and Norway signed a contract with General Dynamics to replace their aging Lockheed F-104 STAR-FIGHTER with the most advanced fighter aircraft of its time – the F-16 FIGHTING FALCON, or VIPER as it is called as well. Alone Belgium ordered 116 aircraft in total (96 single seater F-16A and 20 double seater F-16B), which replaced not only the STARFIGHTER (until September 1983) but also their Dassault MIRAGE III/5.

For the friends of military aerobatic teams the air show in Kleine Brogel was a real highlight. No less than 8! different teams performed on both show days, like the PATROUILLE DE FRANCE, the RAF RED ARROWS or the FRECCIE TRICOLORI, just to name a few.

Another show stopper was for sure the so called Joint Power Demo of the Belgian Air Force. On display was an unmanned aerial vehicle (UAV) B-Hunter which observed the scenario remotely controlled, the F-16's flew close air support, controlled by a Boeing E-3A AWACS cruising at high altitude. Additionally a wide range of Special Forces coming in with NH-90 choppers and Lockheed C-130H HERCULES secured the scene, receiving fire support from an armed A-109BA helicopter.

The fly by from no less than 7 Dassault Breguet ALPHAJETS impressed the audience. These particular aircraft are already in service with the Belgian Armed Forces for 35 years! To commemorate this anniversary one special painted ALPHAJET was on display as well.

For those enthusiasts, who have seen more than enough aircraft in the flying display, some more attractions were offered in the static display, which were placed mainly on the taxiway. A wide range of aircraft could be seen, like a Hungarian AF Saab JAS-39 GRIPEN, a Czech AF Aero L-159 ALCA, two Eurofighter EF-2000 from Germany, a Norwegian Lockheed P-3C ORION, a Swiss AF Boeing F/A 18 HORNET, a French AMD RAFALE, an two US Air Force Boeing F-15D but also plenty of historical aircraft.

Unfortunately the weather was not always with the organizer and the spectators. After a warm and sunny Friday the sun came out on Saturday as well as Sunday only after lunch (after burning off loads of mist and heavy clouds). This difficult weather situation influenced the flying program up to a certain point, finally all went well and the flying took place until sunset.

The whole event was very well organized, the parking area was outside the base, still everything was within the reach. No much queuing up in front of the entrance, everything went smooth.

Conclusion: a highly successful event for everybody! Great flying demos, fantastic ground displays combined with a professional organization. Well done!!!

We would like to thank the organizer, especially Adjudant-Chef Phillipe VAN HUYK, the PAO of the Belgian Air Force, for his great support!



Stampe & Vertongen SV4 & BAF Red Devils SIAI Marchetti SF260



T-28B



BAF Dassault Breguet ALPHAJETS



Portuguese F-16



Supermarine Spitfire Mk.IX



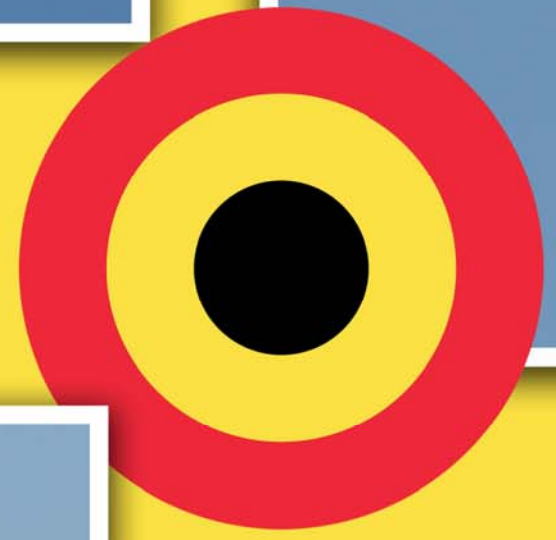
North American OV-10B Bronco



BAF NHIndustries NH90



Saab J 105OE, Austria Air Force





Hawker Hunter T.8C



BAF (UAV) B-Hunter



BAF Solo F-16 deploying flares



Ramex Delta Mirage 2000N



Fouga Magister CM-170 & BAF Alpha Jet



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THE MALTA INTERNATIONAL AIRSHOW

SEPTEMBER 27 & 28 2014

REPORT AND PHOTOGRAPHY BY RAY BIAGIO PACE

The 22nd Malta International Airshow organized by the Malta Aviation Society was held on the 28/29th September 2013. For the second year running, the air show was sponsored by *air X*, an international aviation company based in Malta. The weather was not as one would expect with grey skies for most times – especially during the early afternoon flying displays. Late cancellations by the Turkish Stars, Qatari Air Force Hercules C-130 and the Belgian Air Force display F-16 did not mar the air show which was yet again superbly organized.

This year's arrivals began on Thursday 26th and as in previous editions of the air show, the MAS volunteers and pass holders were taken to the Runway 31 threshold to view and capture the arrivals. The gates were open from 10.00 am to 5.30pm on both days. Attendance was one of the highest in recent years so much so that additional free parking places outside the airport perimeter was allocated for Sunday and all these were managed very efficiently by the younger volunteers from the Malta Aviation Society.

Despite the cancellations mentioned above, the organizers had secured three display teams which surely spiced up the public's interest as well as that of foreign media and aviation enthusiasts from Europe.

This year, an official Press area was available thus enabling the media to capture all the action from the taxiing line. Spectators were as usual in a very strategic place close to where the taxiing aircraft and flight display took place thus being able to capture all the action without difficulty.

Though Medical and Rescue crews were present, luckily their intervention was not required. Restroom facilities were predominant and clean. A large refreshment and food stall with reasonable prices was available with separate queuing for air crews, air show volunteers and spectators. Other smaller stalls and a children's play area were set up around Park 4.

The Official Air Show Merchandise shops were kept busy on both days with the glossy 84 page Malta International Air show 2014 Souvenir Program selling fast at €3. Most merchandise was sold by the end of the air show.

Local flying schools were kept busy with young students enquiring about the various pilot, cabin crew and other courses being offered. The Italian Military mission were also present with their own stands selling Army memorabilia and showing their aircraft to the public present. The Armed Forces of Malta's newest helicopter, the Augusta AW139 was in the static display for the first time and the interest generated by the public was great.

To make up for the cancellations, the organizers managed to secure the Egypt Air Force K8 Support aircraft – the Hercules C-130H for the static display on both days whilst on Sunday morning the public was given an extra and unexpected treat when an Israel Air Force Gulfstream G550 arrived and performed a few touch and goes on Runway 05/23 enabling the public present at Park 4 to enjoy and snap photos of this unusual aircraft. Contrary to the previous year, no sightseeing flights taking off from the air show site were organized.

The Polish An-28, the Bryza, a Maritime Patrol reconnaissance variant made a re-appearance at the air show whilst two P-3C Orion aircraft – one from the German navy and the other from the US Navy were present with their very hospitable crews. Another notable participant was that of the Italian Coastguard with their traditional white and red Augusta AW139 helicopter.



The highlights of the air display were the Meister Julien Staffel who regaled the public pre- and Sunday with such a magnificent aircraft. The Swiss Air Force F-18 Hornet piloted by “Teddy” sent with two spectacular displays on Saturday and Sunday with such a magnificent aircraft. The Czech Air Force display with their Alca L-159 aircraft was also a winner with the public as well as that by the RAF Tucano with its special colours.

The highlight of the air show on Sunday was the fly past by an Airmalta Airbus A320-214 registration 9H-AEQ, together with the Red Arrows emitting the red and white smoke – a symbol of the Maltese flag colours, to commemorate Airmalta’s 40th Anniversary and the Red Arrows 50th Anniversary a week after Malta celebrated its 50th Independence Anniversary. The fly past was followed by a breath-taking aerobatic flying display by the Reds to conclude this year’s air show.

After the air show, Chairman of the Malta Aviation Society, Joe Ciliberti said that the committee and volunteers were happy with the outcome of this year’s air show despite the late cancellations and said that work has already commenced for the 2015 air show which is being held on the 26th and 27th September 2015, an air show which he hopes will see an even bigger aircraft participation.

The people at the air show enjoying themselves...



The Italian Frecce Tricolori above and the Spanish Air Force Patrulla Aguila below.





Italian Military Mission helicopter Augusta Bell 212



Armed Forces of Malta Alouette 316B helicopter



Israel Air Force Gulfstream G550

POSTCARDS FROM FRIENDS





Red Arrows in Malta

©2014 Christopher Mifsud

ers from
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AIR MAIL



The Italian Freccie Tricolori above and the Spanish Air Force Patrulla Aguila below.

Freccie Tricolori in Malta

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Red Arrows in Malta

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Israel Air Force Gulfstream G550 in Malta

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Lockheed P-3C Orion at Malta

©2014 Christopher Mifsud

Time flies, and we have reached our 5th Anniversary and looking forward to many more!

We have reached some interesting milestones. In the past five years we have attended not less than 264 air shows, aviation exhibitions, museums or military exercises on every continent with the exception of Antarctica. Due to our hard work and excellent images we have been recognized by the air forces worldwide, and visited air bases in Austria, Brazil, Canada, Finland, France, Germany, Malta and the United States. Many of these base visits were exclusive in our coverage of specific aircraft such as the B-1B Lancer, A-10 Thunderbolt II, F/A-18 to name some. Our magazines have been downloaded over 280,000 times and from over 124 countries worldwide, since our first issue in 2009.

Glancing back quickly it was not an easy path to undertake. My ideas have been copied by former acquaintances and imitated by many on the internet with very similar names in trying to capture our audience and readership. To be part of the magazine staff one must not only have the right stuff when it comes to the quality of images, being on time, and dedication but must be a team player. We had many changes in 2014, and several contributing staff whose attitude was more focused on promoting themselves than the magazine and the quality of their contribution was questionable, are no longer with us. Furthermore, the site and the publication names were changed to reflect more of what we are all about, not just air show reports as we started off with in 2009. We do not compromise our image quality or over-hype our capabilities – over promising then under delivering...

For 2015 and beyond we will continue to be the aviation magazine we always have been featuring a unique blend of air shows, military exercises, base visits and about the civilian and military people who make it happen.

The Aviation Magazine is about quality of images, the BEST for FREE, and as close as you can get to an air show without being there! Here are several interesting images from the past five years that I took... Enjoy!



The above and the two images below are extremely rare due to the fact they were taken inside the cockpit of an A-321 while landing at Charles De Gaulle, Paris (CDG) and while taxiing.



Lockheed VC-121 Constellation 48-610—the first Air Force One that once flew President Dwight D. Eisenhower



A few additional favourite images from the past five years, surrounded by a few of the many hundreds I've had the pleasure to meet. These people had helped me a great deal and encourage me to continue and I am very grateful for their assistance. You may recognize some of them — while the others will remain nameless...



Air-to-air photography of the P-51C Tuskegee Mustang with Bill Shepard



The best pilot I ever had giving me a lift for air-to-air photography.



Portrait of a F-15 fighter pilot



A-10 Demo with "Rifle" at D-M AFB



© 2014 ALLAIN COURTILLAT ARMEE DE L'AIR



© 2014 ALLAIN COURTILLAT ARMEE DE L'AIR

The French Air Force (L'armée de l'air) recently celebrated the 50th anniversary of the airborne nuclear deterrence provided by its Strategic Air Forces (FAS, Forces Aériennes Stratégiques).

At a ceremony on October 3, 2014 at Air Base 125 "Lieutenant Charles – Monier" in Istres, General Pierre de Villiers, Chief of Staff of the Armed Forces, along with General Denis Mercier, Chief of Staff of the Air Force, and Mr Christophe Guilloteau and Gwendal Rouillard, Vice-President and Secretary of the Committee of national defense of the National Assembly, respectively, paid tribute to the men and women who have provided a half century of airborne nuclear deterrence.

The first nuclear alert flight was launched from Air Base 118 Mont-de-Marsan on October 8, 1964: a Mirage IVA armed with France's first nuclear weapon, the AN-11 bomb with an explosive yield of roughly 60 kT, took off accompanied by a C-135 tanker, establishing the "Force de Frappe" (Strike Force). The AN-11 was a pure fission weapon, a plutonium implosion type. It weighed approximately 1,500 kg (3,306 lb). It was a free-fall bomb intended to be dropped from high-altitude. The Mirage IV-P version armed with the ASMP-A missile entered service in 1986. All bomber versions of the Mirage IV were retired in 1996 and replaced by Mirage 2000N. The new longer-ranged ASMP-A missile entered service 2009. As of July 1, 2010, a squadron of Rafale operating as EC (Escadron de chasse) 1/91 Gascogne at Saint-Dizier BA 113 joined the Force de Frappe. Currently there are two nuclear squadrons operated by the French Air Force, each consisting of 20 aircraft: EC 1/91 Gascogne at Saint-Dizier equipped with the Rafale B, and EC 2/4 Lafayette at Istres equipped with the Mirage 2000N.

To mark the occasion three aircraft were painted in special anniversary liveries: a Rafale B, a Mirage 2000N and a C-135FR. They were joined on the tarmac by a Mirage IVP. Under sunny skies, hundreds of FAS veterans joined engineers, industrialists and various VIPs to mark the occasion.



© RAMEX DELTA ©2014 REAUD TINTIKLLIER



©2014 ALLAIN COURTILLAT ARMÉE DE L'AIR

General Pierre de Villiers, Chief of Staff of the Armed Forces (right), along with General Denis Mercier, Chief of Staff of the Air Force, to the left .

EC 1/91 "Gascogne" and refueling Squadron 2/91 "Bretagne" from Istres were awarded the Cross of Military Valour for their recent deployment over Mali, below on the film strip.



The Rafale sporting the special livery along with a Mirage 2000N and one armed with a the ASMP



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MIRAGE IV FRANCE'S FIRST NUCLEAR DETERRENT

©2014 PATRICE OLIVIER



FLY-PAST OF THE PATROUILLE DE FRANCE AT AB 125 © 2014 PATRICE OLIVIER



Canadian McLeod hits jackpot in Las Vegas

Content by the Editor and Global-Newsroom



Pete McLeod in action at Las Vegas, on his way to winning the race.



Pete McLeod of Canada was declared the winner of the Red Bull Air Race World Championship stop in Las Vegas on Sunday after heavy winds forced the cancellation of the flying in the first of three final rounds. McLeod won the first race of his career by virtue of his victory in Qualifying on Saturday.

Nigel Lamb of Britain moved into the overall World Championship lead of the world's fastest motorsport series with 53 points on the strength of his fourth straight second place and Germany's Matthias Dolderer got his first podium of the year with third place.

There was high drama on a bright and sunny afternoon in America's gambling capital when heavy winds that gusted at speeds above 30 knots toppled several of the 25-meter high pylons. Eleven of the 12 pilots made it through the wind-swept track at the Las Vegas Motor Speedway, despite a high number of penalties and mistakes, and the powerful winds from the north wreaked havoc with two of the top three favorites. Paul Bonhomme of Britain and Austria's Hannes Arch, who were locked in a tight battle for the title with Lamb, both struggled on the high-speed, low-altitude track with unaccustomed mistakes in the heavy winds and would have been eliminated in the Top 12 round had the race continued to the Super 8.

"This shows that Qualifying is important – we all know that weather can be a factor. You always want to race on race day," said McLeod, who has won four of the seven Qualifying sessions this season but had just two third place results in Abu Dhabi and Fort Worth, Texas to show for it. "I'm happy with my flying in Qualifying so it's something to smile about. I still want to earn my first win in the Final Four."

The overall World Championship lead changed hands in Las Vegas, for the fourth time in this most exciting season ever, with Lamb leaping in front of Bonhomme into first place -- for the first time in his long career -- with his 53 championship points. Arch is in second with 48 points and Bonhomme has 47 points going into the final race of the season in Spielberg, Austria on October 25/26.

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

World Championship Standings:

1. Lamb 53 points, 2. Arch 48, 3. Bonhomme 47, 4. McLeod 37, 5. Hall 33, 6. Ivanoff 30, 7. Dolderer 21, 8. Sonka 11, 9. Muroya 10, 10. Besenyei 6, 11. Chambliss 5, 12. Goulian 0.



- Nigel Lamb (GBR) top
- The winner Pete McLeod (CAN) bottom





ART AT THE BONEYARD

ARTICLE AND PHOTOGRAPHY BY THE EDITOR

I had a rare opportunity to visit the “Boneyard” in Tucson, Arizona., in September. I’ve been here before to take some images for an article that appeared in our [#24 issue \(click on link to download\)](#). For this visit I wanted to concentrate on the nose and tail art that appears on many of the aircraft stored or chopped up there. As well as on some of the squadron shield insignia, that appears if somewhat faded and damaged are still visible.

It may sound like a simple task, but since there are so many aircraft which are spread out over 2,600 acres (11 km²), even spending a full day, it is simply not enough time to capture all of these fascinating pieces of art. It was hot day 112F (44.44C) but despite the heat I managed to capture a good selection.

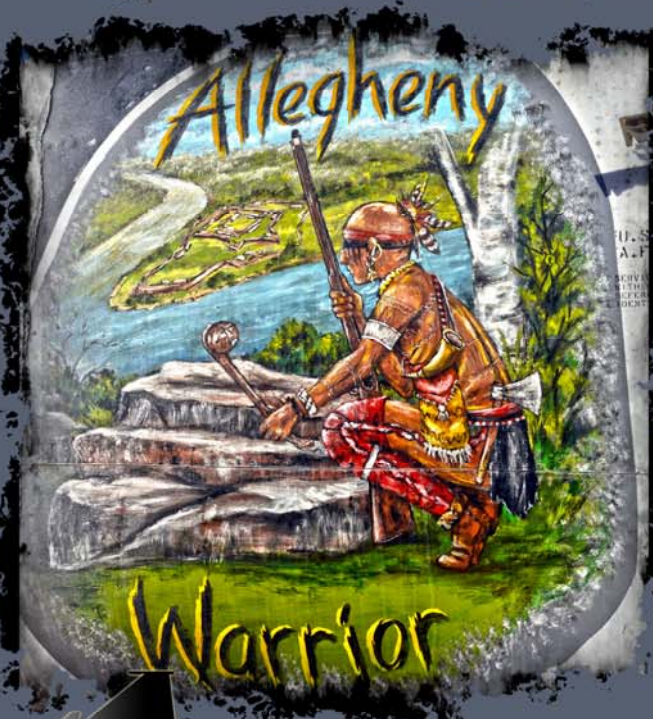
I would like to thank Col. Margaret Romero, Base Commander, Ms. Terry Pittman, Business Affairs Liaison, for their unsurpassed hospitality as well the Public Affairs Office of Davis-Monthan AFB, for making arrangements for my visit on behalf of The Aviation Magazine.



B-1B NOSE ART



KC-135 NOSE ART



KC-135



C-5A



SQUADRON MARKINGS & OTHERS



B-1B DYESS AFB



B-1B DYESS AFB



B-1B ELLSWORTH AFB



F-106 DELTA DART



B-1B DYESS AFB



B-1B DYESS AFB



B-1B ELLSWORTH AFB



B-52H 2D BOMB WING BARKSDALE AFB



B-52H MINOT AFB



AC-130H

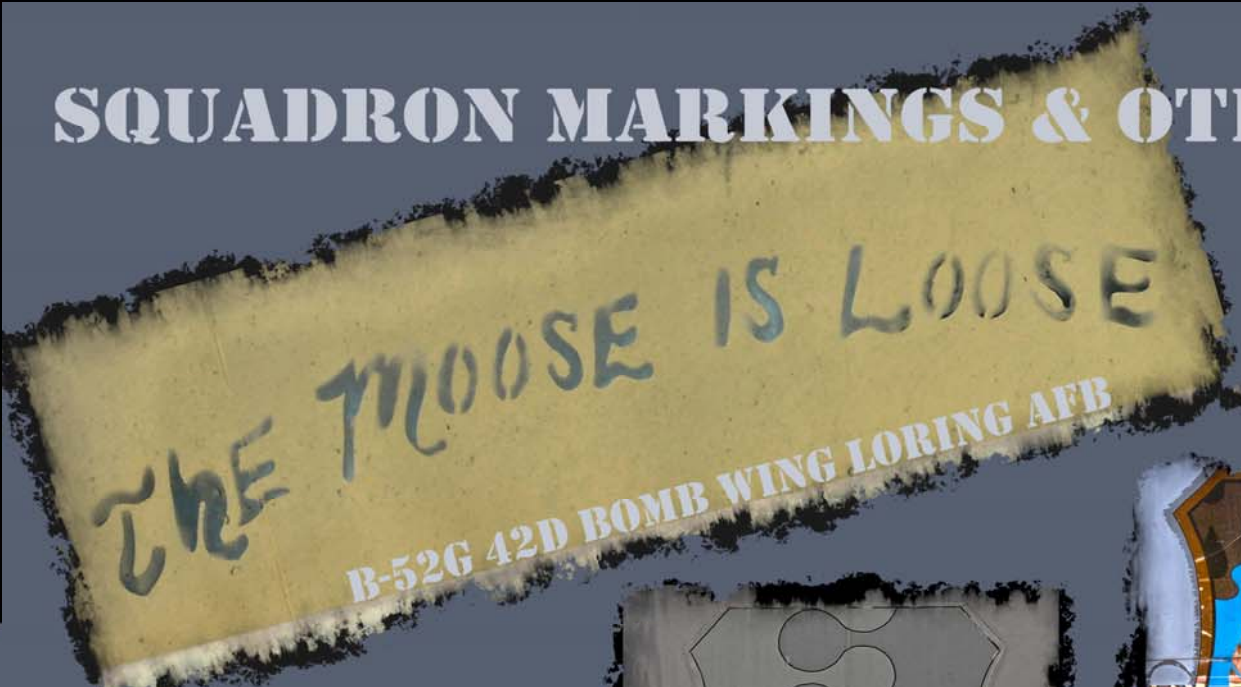


VF-31 F-14D



VF-11 F-14A

SQUADRON MARKINGS & OTHERS



B-1B ANG 116TH
BOMB WING ROBINS AFB



B-1B ELLSWORTH AFB



KC-135E 171ST ARW
PENNSYLVANIA ANG



B-52G 42D BOMB WING
LORING AFB



C-A5 164TH AIRLIFT WING
TENNESSEE ANG



B-52G 93RD BOMB WING
MOODY AFB



CH-46E HMM(T)-164
CAMP PENDLETON



CH-46E HMM-163
MCAS MIRAMAR



MH-53E HM-15 BLACKHAWKS
NAVAL STATION NORFOLK



KC-135E 190ARW KANSAS ANG



F-16 tail art





VH-34, one of the helicopters that was used by President Dwight D. Eisenhower





119 B-52 from 1958 as indicated on the tail code
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