

THE AVIATION MAGAZINE



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No: 37 August - September 2015
Volume 6, Issue 7



- ✈ NATO Tiger Meet 2015, Konya, Turkey
- ✈ Planes of Fame Air Show, Chino, California
- ✈ Meeting du Centenaire Base Aerienne 705 Tours, France
- ✈ Anatolian Eagle Exercise 2015-1 Konya, Turkey
- ✈ Red Bull Air Race World Championship: Rovinj & Budapest

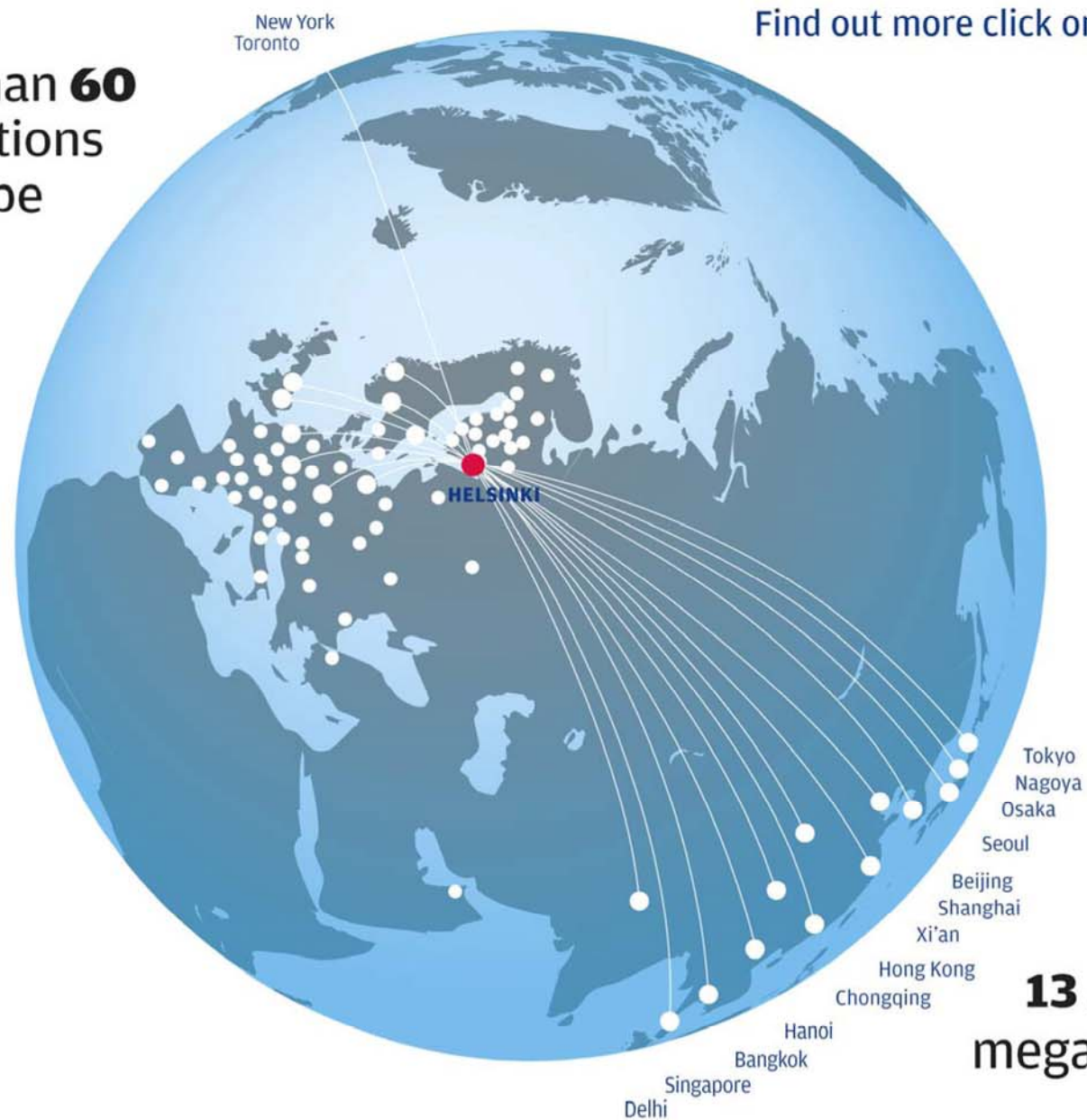
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Cover: Peter Besenyei, at the Red Bull Air Race in Budapest, photo by Samo Vidic / Red Bull Content Pool

Index page: Tiger on the tail of the French Rafale at NATO Tiger Meet 2015, photo by Peter Thivessen



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THE AVIATION MAGAZINE is published six times a year. We are devoted to cover a wide range of aviation events ranging from air shows, air base visits, military exercises, civilian spotting, pilot and veteran interviews all with exceptional photography. **THE AVIATION MAGAZINE** is a leader in the e-magazine format since 2009, bringing exclusive and fascinating reports to our global aviation enthusiasts digitally.

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NEWS FROM THE EDITOR

Great news for our readers: we decided at **THE AVIATION MAGAZINE** to keep the issues free for an extended period. However, it doesn't mean that in the future we would not charge a small nominal fee.

In this issue of **THE AVIATION MAGAZINE** we went all out to bring the Red Bull Air Race World Championship to our readers, with outstanding images. While many of our reports can be found on our website www.TheAviationMagazine.com, some of our articles are special and can be only be read and seen here such as our special report of the A-10s in Europe from the Davis-Monthan AFB, Arizona, Flying with the Collings Foundation's B-24J Liberator "Witchcraft" and Croatian Air Force Aerobatic Team: Wings of Storm.

We may not be the largest e-magazine on the net, but we are one of the oldest, when it comes to air shows and other large public aviation events, publishing non-stop since 2009, bringing you our readers unique and interesting reports all with outstanding and quality images. Making our readers feel as close as you can get without actually being there.



The Blenheim Mk I night fighter, more in our next issue...

©2015 Christopher Mifsud

Thousands of spectators came to New Jersey's Millville Airport on May 9th and 10th to attend the 2015 Millville Wheels and Wings Airshow – the first air show at this location since 2011.

Millville Airport is known as America's first defense airport. Proceeds from the air show will fund the Millville Army Air Force Museum which tells the story of the pilots who trained on P-47 Thunderbolt airplanes during WWII

Headlining the show were the USAF F-16 Thunderbirds, a team of six "Fighting Falcon" jets flown by some of America's finest pilots, who performed an amazing display of precision flying. Also featured were the United States Army



Golden Knights – an 18-person parachute team; the GEICO Skytypers; Andrew McKenna's P-51D Mustang Aerobatics; and an amazing demonstration by an F/A-18F Super Hornet of VFA 106 from NAS Oceana.

Also flying were WWII vintage warbirds – both fighters and bombers, that included the B-25J "Panchito" which is part of the Disabled American Veteran's Air show Outreach Program. This noble program was developed to increase public awareness of disabled veterans and to serve veterans. The B-25 is a twin-engine medium bomber used by many allied air forces in every theatre of WWII.

Over all the air show was a great success.





- The GEICO Skytypers, top
- USAF Thunderbirds, middle
- "Bald Eagle" P-51D Mustang, bottom.



THE MALTA INTERNATIONAL AIRSHOW

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NATO Tiger Meet 2015 was held on May 4th to 16th, at the 3rd Main Jet Base at Konya. Konya is located in the central region of Turkey, 1200 m above sea level with a population of approximately 1,800,000 persons.

The host squadron this year in Turkey was the 192 Filo from Balıkesir with F 16 C/D Block 50. Unfortunately, some of the Tiger Squadrons were involved in other exercises or military operations around the world. Therefore, many had cancelled their participation, and as such this year's NATO Meet was quite small.

With the difference of social and cultural elements within the training, guest tiger pilots participating NATO Tiger Meet were met with a warm welcome by personnel in local dresses serving sherbet. Flag raising ceremony was executed with the participation of General Abidin ÜNAL, Commander of Combatant Air Force and Air Missile Defence on 04 May 2015.

Thanks to air combat training capability of Anatolian Eagle Training Center, the training was executed efficiently and 300 sorties of mission flights were performed. These missions enabled participants to observe the capabilities of different aircraft and created various opportunities of joint working.

The daily flight operations were planned in two packages, in Composite Air Operations (COMAO) and relatively smaller packages (SHADOW WAVE). Beside the combat aircraft, airborne warning and control aircraft (AWACS), air refueling



©2015 Wolfgang Jarisch

The Turkish Air Force F-16 in tiger scheme: looked fantastic.



aircraft, attack helicopters, including search and rescue helicopters almost all of the type of air operations can be affectively enforced. The Turkish Air Force 192nd Tiger Squadron, as part of NATO Tiger Meet union, performs best realistic exercise in the international arena, therefore can find a great opportunity for readiness against today's and future threats. The organization of the host nation was really brilliant.

The Turkish Air Force presented two fantastic looking F-16's in tiger scheme: one was in yellow-orange-black, and the other was in dark grey-black. The Polish Air Force brought some old tigers to Konya but the surprise was a new grey/blue scheme on one, which looked really fantastic. No new design from the Swiss Air Force. This year the French Air Force have painted a Rafale C in an unusual green color. This tiger was called "Green Monster", which looked definitely brilliant.

For the first time ever for an NTM took part the brand new Boeing E-7T "Peace Eagle", took part. It is the pride of the Turkish AEW Command which is located here in Konya. It was a good opportunity to bring this aircraft into an international exercise beside the NATO AWACS E-3A.

Welcoming visitors to the base were two legendary Phantom F-4E 2000 from Filo 111, Eskişehir.



©2015 Wolfgang Jarisch

The Turkish Air Force F-16 in tiger scheme in grey/black, above
The French Rafale in an interesting green tiger scheme, below.



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Flying Participants NTM Members

Turkish Air Force

192 Filo (Balıkesir), 8 x F 16 C/D Block 50

131 Filo (Konya) 2 x Boeing E-7T „Peace Eagle“

NATO

AWACS Geilenkirchen, 2 x E-3A Sentry

Polish Air Force

6 Elt (Poznań-Krzesiny), 6 x F 16 C/D Block 52

French Air Force

EC 1/7 BA113, (St. Dizier), 4 x Rafale C/B

EC 5/330 BA118, (Mont-de-Marsan), Rafale C/B (using EC 1/7 aircraft)

Swiss Air Force

Staffel 11 (Meiringen), 5 x F/A-18 C/D Hornets

Italian Air Force

21° Gruppo (Grazzanise), 2 x AB 212 CSAR

External Participants

Royal Netherlands Air Force

334 Sqn (Eindhoven), 1 x KDC-10

Turkish Air Force

131 Filo (Konya), 8 x F-16 C/D Block 30 (Red Air)

The next NATO Tiger Meet will take place in 2016 in Spain, hosted by the Spain Spanish Tiger Squadron.

The Aviation Magazine would like to thank the host nation especially the Turkish Air Headquarter in Ankara for their great hospitality and assistance on base. Our special thanks to Major Messut Yurtdan and 1st Lt. Umut Uskup.



©2015 Peter Thivessen



- NATO E-3A Sentry, top left
- Polish F-16C, top right
- Swiss F/A-18C Hornets, mid left
- Italian AB 212 CSAR, bottom left
- Turkish F-4E 2000 Phantom, bottom right.



Report by Ruggero Piccoli and Alberto Celsan with photography as noted





Rovinj, Croatia, hosted the third stop of the Red Bull Air Race 2015 on May 30th to 31st. Rovinj is a small city located in the west coast of the Istrian peninsula, Croatia. It's a famous touristic place for its wonderful seacoast and its ancient city located on a hill surrounded by the Adriatic sea.

Rovinj replaced Sochi, Russia, according to Erich Wolf, General Manager of the Red Bull Air Race, said: "It would have been great to host the first Red Bull Air Race in Russia this year, but due to the current situation with the international capital markets, our partners in Russia are facing extremely high exchange rates. This makes it impossible to set up an infrastructure fulfilling our high standards and also to provide our fans with tickets at affordable prices. To secure a well-organized eight-race season, we have been forced to make a decision at this stage and believe this change was necessary. However, this gives us the chance to return to Croatia, where we had a spectacular race last year. Nevertheless we still hope to stage a race in Sochi in the future."

After the first two races, in Abu Dhabi (UAE) and Chiba (Japan), Paul Bonhomme is the leader of the championship, followed by Matt Hall. Both had a great start of the season, Bonhomme won both the races and Hall was second. The English lion, Nigel Lamb, 2014 champion of the season, is forced to chase and must earn points on Bonhomme to defend the title. The Austrian Hannes Arch, who lost the 2014 championship in his home race in Spielberg last year, is forced to follow due to his not-so-good starting of season.

The last two pilots of the ranking are the two rookies, Juan Velarde (Spain) and Françoise Le Volt (France), both with zero points. As Velarde stated us on the Saturday morning interview, for them the challenge is to learn all the skills that are needed to compete in the Master Class.

From the Saturday (May 30) morning interviews we discovered also that the race track is similar to the one of the last year, it's only a bit shorter. The real challenge for every pilot is the wind, that on the Istrian coast can be intense and frequently changes direction. Every time the racers do a lap, it feels like they are on a different track.

Compared to the past season, only Michael Goulian has a new plane of the same type: Edge 540 V2. The other Master Class pilots made some minor improvements on their machines during the short winter stop. Péter Besenyei is still having the same issues as last year with the thin wings of his Corvus Racer 540. While the Corvus Racer 540 is a good aerobatic plane however Péter cannot pull as he would like due to the wing stall and this resulted in a loss of time respect of the other competitors. To resolve this problem he will be

flying a new Zivko Edge 540 V3, starting something new for his home race in Budapest. The Aviation Magazine we'll be there to attest the results for you! Péter Besenyei to the right, explains the challenges of flying with the Corvus.

The Challenger Cup

The challenger cup was introduced in 2014 to give to new pilots the opportunity to develop their skills by flying in race conditions. Of the eight pilots that participate at the Challengers Cup only five was present in Rovinj: Francis Barros (Brazil), Cristian Bolton (Chile), Mikael Brageot (France), Peter Podlunsek (Slovenia) and Daniel Ryfa (Sweden).

Ryfa earned his first-ever win by dominating the race with a lap in 1:05.103 minutes, two seconds ahead of "Mika" Brageot in second place. Only Ryfa and Brageot closed the race without penalties. Bolton closed in third place with 2 seconds of penalty due to an "Incorrect Level Flying". The local favorite pilot Podlunsek, from Slovenia, hitting a pylon and had an "Incorrect Level Flying" so he ended fourth.

The Master Class Qualification

During the training, Hannes Arch experienced a scary pylon strike. The fabric wrapped around the wing and created an incredibly dangerous situation. The great training helped Arch to stay calm and in control, he went out of the track and did a safety climb out. Arch was able to remove the fabric from the wing and he landed safely in Vrsar airport (<https://www.youtube.com/watch?v=z6qpNND8Jal>).



The Master Class qualification was won by Bonhomme that demonstrated his great ability and that he will be the number one candidate for the final victory of the race. He was followed by Yoshihide Muroya and Matt Hall, the direct competitor to win the championship. In the qualifications it is very important to be near the top due to the race formula of this year. In the first "Round of 14" the pilots are divided in 7 "couples" and only the winner of each couple gains the access to the second part of the race the "Round of 8". Then the four winners make one lap and the fastest pilot is the winner of the race. The couples are built by bringing the first qualified pilot with the last, the second with the thirteenth, and so on. So the first in the qualification has the advantage to challenge the last. Both, Bonhomme and Hall, won their couples race and they were challenged in the "Round of 8". Bonhomme lost so it was not possible for him to be in the "Final 4", creating a great advantage for Matt Hall who ended up as the third in the final race.



By winning against Péter Besenyey in the “Round of 14” and against the pilot who narrowly snatched the title last year, Nigel Lamb, in the “Round of 8” Hannes Arch won the “Final 4” and become the winner of the Red Bull Air Race in Rovinj 2015, just like he did lasting 2014 here. It seems that Rovinj is a special place for the Austrian ace who was supported here by many fans.

The next Red Bull Air Race will return to Budapest, after four years, on 4-5 July. An amazing scenario for the fourth stop of the 2015 season. We will be in Budapest to bring our readers our report.

Rovinj Race Results:

1. Hannes Arch (AUT)
2. Martin Sonka (CZE)
3. Matt Hall (AUS)
4. Michael Goulian (USA)
5. Nigel Lamb (GBR)
6. Matthias Dolderer (GER)
7. Pete McLeod (CAN)
8. Paul Bonhomme (GBR)
9. Nicolas Ivanoff (FRA)
10. Yoshihide Muroya (JPN)
11. Kirby Chambliss (USA)
12. Peter Besenyey (HUN)
13. Juan Velarde (ESP)
14. Francois Le Vot (FRA)

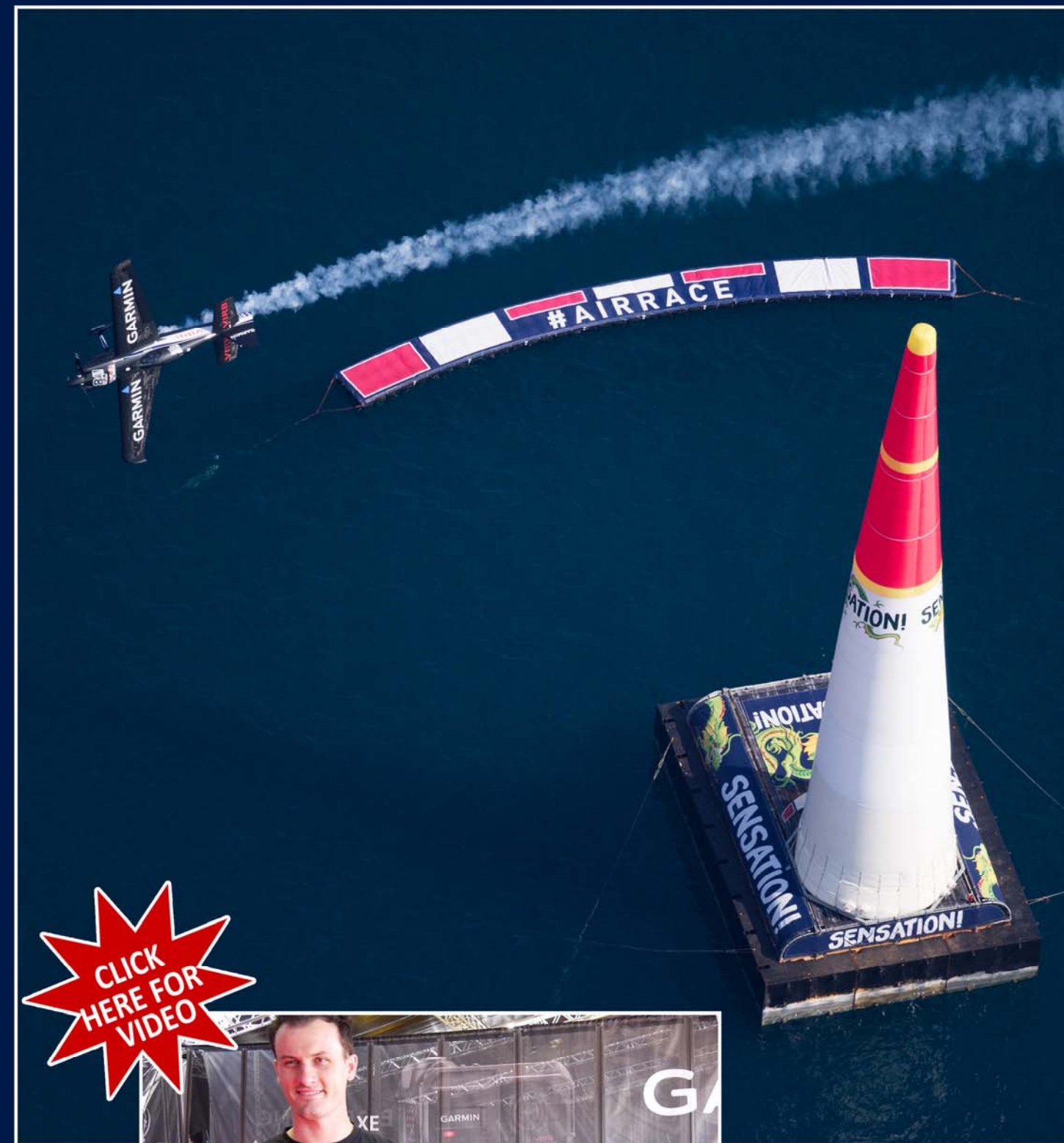


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Peter Podlunsek (Slovenia) was a local favourite in the Challenger Cup, above.



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Pete McLeod during the race, above, and before the race interview to the left.



©2015 Ruggero Piccoli



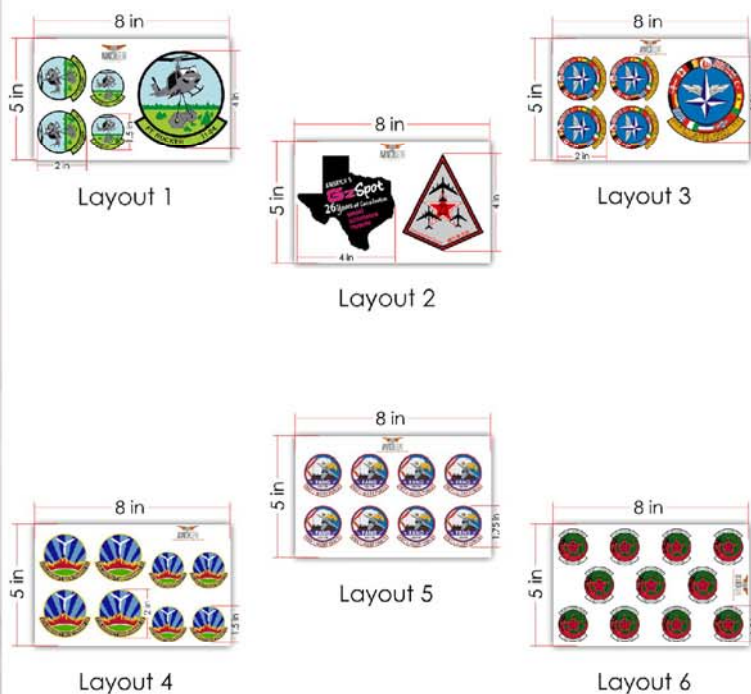
- Nicolas Ivanoff of France, top left
- Pete Mcleod, mid left
- Francois Le Vot of France, bottom left
- Péter Besenyei, center
- Hannes Arch before the race, background
- Left to right: On the podium #2) Martin Sonka (CZE), #1) Hannes Arch (AUT), and #3) Matt Hall (AUS).



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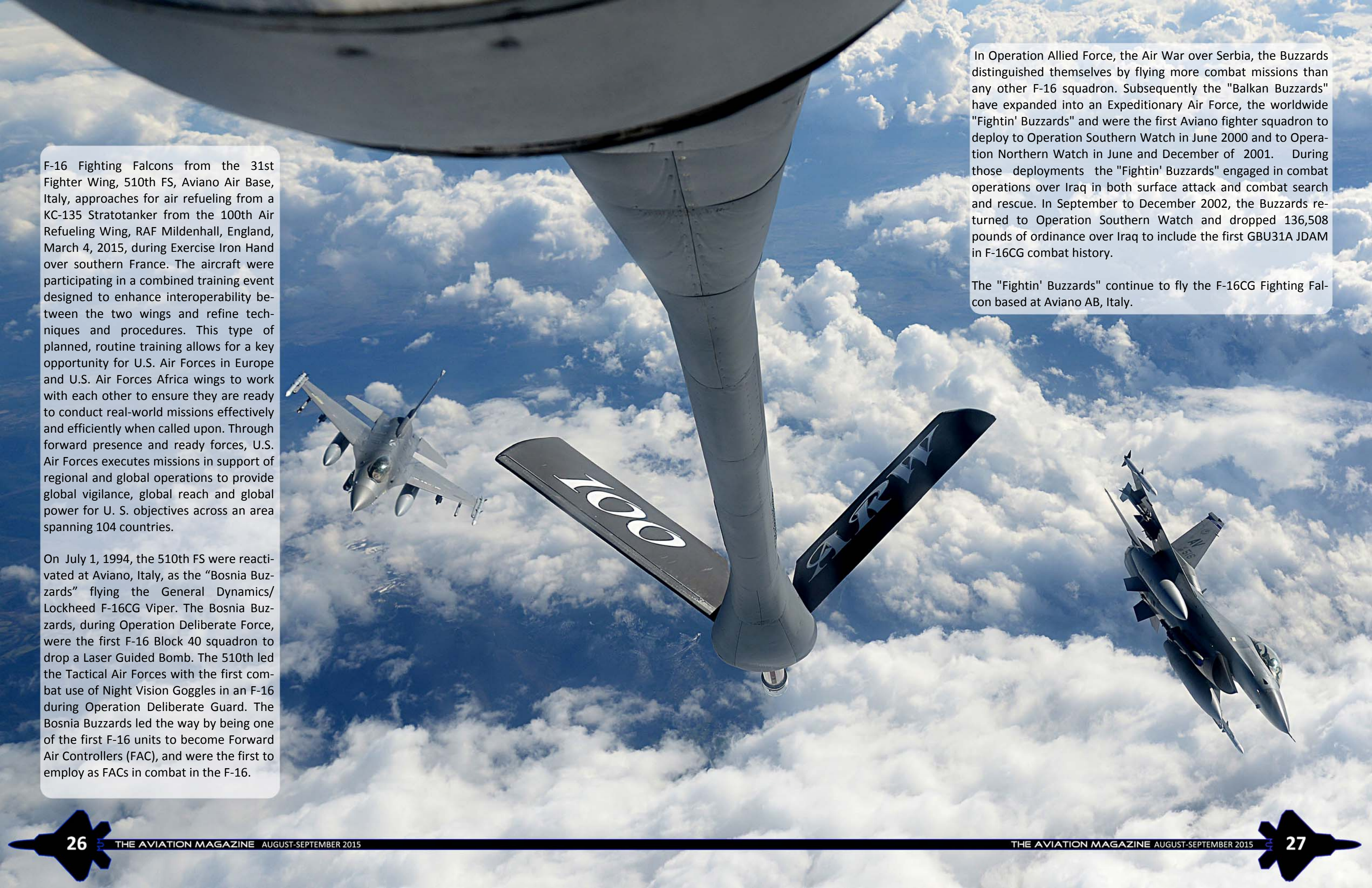
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By the Editor



An F-16 from the 31st FS, Aviano AB Italy, approaches for air refueling from a KC-135 Stratotanker from the 100th Air Refueling Wing, RAF Mildenhall, England.



F-16 Fighting Falcons from the 31st Fighter Wing, 510th FS, Aviano Air Base, Italy, approaches for air refueling from a KC-135 Stratotanker from the 100th Air Refueling Wing, RAF Mildenhall, England, March 4, 2015, during Exercise Iron Hand over southern France. The aircraft were participating in a combined training event designed to enhance interoperability between the two wings and refine techniques and procedures. This type of planned, routine training allows for a key opportunity for U.S. Air Forces in Europe and U.S. Air Forces Africa wings to work with each other to ensure they are ready to conduct real-world missions effectively and efficiently when called upon. Through forward presence and ready forces, U.S. Air Forces executes missions in support of regional and global operations to provide global vigilance, global reach and global power for U. S. objectives across an area spanning 104 countries.

On July 1, 1994, the 510th FS were reactivated at Aviano, Italy, as the "Bosnia Buzzards" flying the General Dynamics/Lockheed F-16CG Viper. The Bosnia Buzzards, during Operation Deliberate Force, were the first F-16 Block 40 squadron to drop a Laser Guided Bomb. The 510th led the Tactical Air Forces with the first combat use of Night Vision Goggles in an F-16 during Operation Deliberate Guard. The Bosnia Buzzards led the way by being one of the first F-16 units to become Forward Air Controllers (FAC), and were the first to employ as FACs in combat in the F-16.

In Operation Allied Force, the Air War over Serbia, the Buzzards distinguished themselves by flying more combat missions than any other F-16 squadron. Subsequently the "Balkan Buzzards" have expanded into an Expeditionary Air Force, the worldwide "Fightin' Buzzards" and were the first Aviano fighter squadron to deploy to Operation Southern Watch in June 2000 and to Operation Northern Watch in June and December of 2001. During those deployments the "Fightin' Buzzards" engaged in combat operations over Iraq in both surface attack and combat search and rescue. In September to December 2002, the Buzzards returned to Operation Southern Watch and dropped 136,508 pounds of ordinance over Iraq to include the first GBU31A JDAM in F-16CG combat history.

The "Fightin' Buzzards" continue to fly the F-16CG Fighting Falcon based at Aviano AB, Italy.



Two F-16 Fighting Falcons from the 31st Fighter Wing, Aviano Air Base, Italy, fly over Europe on March 20, 2015. The aircraft were participating in a flying training deployment with the Estonian air force and also participating in additional, unrelated training with the Finnish and Swedish Air Forces.

Planes of Fame Airshow, Chino, California

Review and photography by Norman A. Graf

“A Salute to Veterans” was the theme for the 2015 Planes of Fame Air Show. Nearly 50 aircraft performed for the record crowds of 30,000 and over a dozen veterans shared their experiences in panel discussions. In addition to the warbirds that one expects to see in Chino the air show featured modern tactical demonstrations by the US Air Force’s premier fighter aircraft, the F-22 Raptor, and the Canadian Force’s CF-18 Hornet. Aerobatic performances from biplanes to jetplanes rounded out the aerial entertainment.

Except for those hardy photographers who showed up at 05:00 for the sunrise photo tour, the gates opened at 08:00. Parking, as always, was very well handled by the legions of well-trained volunteers. One of the marks of a professional air show is how well parking is handled. Too many shows forget that parking is both the first thing and the last thing that visitors experience. Chino handles parking exceptionally well. Security and ticketing are also a breeze. Buying tickets online in advance is not only cheaper, but results in quicker entry. A quick scan of the code and an exchange for a wristband sped the attendees through the security checkpoint and then on to the trams, which quickly and efficiently transported the crowds of aviation enthusiasts to the runway. There was plenty of room along the lengthy fenceline. Some photographers opted for air show left to catch the planes as they banked in, others preferred the western end to avoid shooting into the sun. Many alternated either during the course of the day or from day to day. No matter where you chose to sit, there was not a bad seat at this show. All of the aircraft scheduled to fly were lined up in front of the fenceline and this area was open to the public in the morning.

There were also many other aircraft on static display only, so it took quite a while to see all of the aircraft up close. The Veterans’ Panel also took place in the morning. Over a dozen veterans were invited to share their experiences with the audience. Although the discussions were

RCAF CF-18 Hornet



broadcast over the PA system, there were large crowds arrayed in front of the stage. Another group of veterans was featured during the noontime intermission.

The flying began promptly at 11:00AM and already with the first four-aircraft flight there was a surprise. A bare-metal Curtiss P-36 was in the lead flight paired up with a similarly marked Seversky AT-12 (two seat trainer version of the P-35). The freshly restored Hawk was making its public debut and only air show appearance in the US. The Hawk is owned by The Fighter Collection, based in Duxford, England. What a treat to see it fly before it headed off to the UK.

The show was light on bombers this year, but more than made up for it with the breadth and depth of fighters. The Army aircraft flight featured fly-bys by many of the eleven P-51 Mustangs in attendance, two P-40 Warhawks, P-63 King Cobra, P-38 Lightning and a P-47 Thunderbolt. Joining the fighters were a B-25J Mitchell and C-47 Skytrain.

The Korean air battle demonstration featured the iconic matchup of the F-86 Sabre and MiG-15 Fagot. The Museum’s Sabre featured new markings this year, honoring Captain Clifford Jolley, who shot down seven MiG-15s in Korea. Jolley flew with the 335th Fighter Interceptor Squadron, “The Chiefs”, so the Sabre now bears an Indian head in full war bonnet, seven kill stars and the words “Jolley Roger” on its nose. Two T-33 Shooting Stars joined in on the jet dogfight. Also flying during this segment were the Sea Fury, Yak-3, F4U Corsair and P-51.

The afternoon’s Navy flight featured several Grumman ‘Cats: two F4F/FM-2 Wildcats, an F6F Hellcat, F7F Tigercat and F8F Bearcat. Joining them were the Hawker Sea Fury, TBM Avenger and two Corsairs. An Aichi Val (replica) and Mitsubishi Zero were also in the pattern.

The show featured “civilian” aerobatic performances by Sean D. Tucker in the Oracle Challenger III biplane, Rob Harrison in the Zlin 142c and Clay Lacy in the Learjet. Warbird aerobatics were performed by Dennis Sanders in the Hawker Sea Fury, John Collver in his North American AT-6 Texan “War Dog,” and Greg “Wired” Colyer in his Lockheed T-33 Shooting Star “Ace Maker II.”

The Canadian Forces CF-18 demonstration team started their 2015 season at this show. This year’s theme commemorates the 75th anniversary of the Battle of Britain: the Hornet’s top side paint scheme features the earth tone and dark green camouflage worn by Hurricanes and Spitfires of the early 1940s. It fit right in with all the warbirds. This year’s demonstration pilot, Captain Denis “Cheech” Beaulieu, put on a spectacular show, whether it was a low and slow “dirty” pass or buzzing the tower close to Mach 1.

Captain John Cummings of the USAF Raptor Demonstration Team closed the show with an impressive display of modern jet fighter capabilities in the F-22. Chino was one of only 21 airshow appearances for the Raptor this year, and the only repeat show from last year. Word is they’d like to return next year. Following his demo “Taboo” joined up with several warbirds for the Heritage Flight. This is one of the very few shows with enough warbirds and Heritage Flight qualified pilots on hand to stage a four-ship flight. On Friday, the Raptor was joined by three Mustangs. But not just any Mustangs, three different models: P-51A “Mrs. Virginia,” P-51B “Boise Bee” and P-51D “Spam Can.” The weekend’s Heritage Flights were composed of the P-38J “23 Skidoo,” the P-51D “Wee Willy II” and the F-86F “Jolley Roger.” The choice of aircraft was interesting from a number of perspectives: two props and two jets; two single engine and two double engine aircraft; two Lockheed and two North American aircraft. Kudos to the organizers for their attention to detail.

New this year was the addition of a preview day and twilight show on Friday. This included rehearsal and practice flights by a number of performers, chief among them the F-22 and CF-18 demo teams. Each team performed twice on Friday, once during the afternoon and once in the evening.



Boeing P-26 Peashooter

Unlike many of the other night shows in southern California this spring, Chino’s show took place during the “golden hour” of the evening, when lighting conditions were perfect for photography. The sun reflecting off the Raptor’s fuselage made it look gold-plated. The CF-18 demo closed the show with “Cheech” taking off right at sundown, blasting the tarmac with the flames from his afterburner as he rotated sharply on takeoff. He repeated his performance from the afternoon, but the afterburner stood out sharply in the gloaming. The only departure from his standard routine was when he deployed his tailhook on landing. The trail of sparks lit up the night as he dragged it the length of the runway! What a way to end the day and start the air show season. Two thousand people attended the night show and from all accounts it was a huge success. We look forward to it becoming a standard part of the show.

We would like to thank Jerry Wilkins and Harry Geier for arranging the media access and to the many pilots, sponsors, staff and volunteers who made this air show such a success. If you missed the show this year mark your calendars and join us next year on the first weekend in May in Chino for one of the best warbird shows around.



P-51A “Mrs. Virginia”



P-51B “Boise Bee”



P-51D “Spam Can”



F-22 Raptor Heritage Flight



Focke-Wulf FW-190



2 Lockheed T-33 Shooting Stars with a North American Sabre F-86F



Messerschmitt Bf108 Taifun



Heritage Flight: F-22, F-86F, P-51D, and P-38J



Seversky AT-12 Guardsman

Curtiss P-36 Hawk

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FINNAIR



Warbirds Over the Beach Airshow

Review and photography by Norman A. Graf



What better way to celebrate Armed Forces Day than by attending a warbird air show? Many air shows feature warbirds as part of their flying or static lineup, but the Military Aviation Museum's "Warbirds Over the Beach" air show is one of the very few that flies warbirds exclusively. This show, one of two the museum hosts each year, is devoted to World War II and draws primarily on the museum's own collection, but also includes a variety of visiting aircraft. World War II military re-enactor groups and period comics and musicians provide additional entertainment on the ground.

The gates opened at 9:00AM each day. Parking was efficiently handled by a cadre of trained volunteers and it was a short walk to the showline. Planes were already flying; warbird ride sales were available from 8:30AM to 1:00PM and after the show into the evenings. There was plenty of room to set up folding chairs or claim a spot in the bleachers. Personal coolers with water, soda and snacks were permitted; many families set up picnic areas and settled in for the day. The flying performances were scheduled to begin at 1:00PM so there was plenty of time to view the aircraft on static display. All of the aircraft scheduled to fly were arranged on the edge of the grass runway and visitors were encouraged to get up close and personal; there were no ropes or stanchions keeping people away or intruding on photographs.

Additional aircraft were to be seen in the Fighter Factory restoration hangar or in the museum's other buildings. The museum also has an extensive collection of World War I replica aircraft that are flown during its annual Biplanes and Triplanes Air Show (scheduled for October 3-4 this year). In June, 2013, shortly after our last visit, the museum faced severe financial difficulties and it was feared by many that the museum would have to close. Although the situation turned out not to be as dire as first reported, the museum was forced to sell off a number of aircraft, chief among them the B-17G "Chuckie" and the FW-190 A8. However, the museum is now doing well, and new aircraft are once again being acquired.



Junkers Ju52 top left, and a Focke-Wulf FW-190 Würger above.



Junkers Ju52

Soon enough it was time for the show to begin. Unlike during our last visit, the weather was perfect: clear blue skies with puffy white clouds and a light breeze. All of the warbirds, except for the Me262, take off from and land on the grass strip adjacent to the museum. This provides some excellent photographic opportunities of these phases of their flight. However, because of the proximity of the trees on the other side of the runway the air show box is to the west. This makes photography of the aircraft in the air difficult, as one is looking at the underside of the aircraft as they circulate in the pattern and one is also shooting into the sun, making for back-lit images. The pilots, however, do their best to ameliorate the situation by banking as much as possible during their approaches. The flying began with formation flights by several AT-6 and SNJ trainers. This was followed by a paratrooper drop from the C-46 "Tinker Belle." Unfortunately, Sunday's planned jump from the Ju52 transport did not take place. The rest of the afternoon's flying was arranged thematically, beginning with trainers then proceeding through flights from the various theaters of operations. The U.S. trainers and liaison flight featured the Boeing Stearman, Stinson L-5 Sentinel, the North American AT-6 Texan and the Piper NE-1, the Navy's version of the L-4 Grasshopper. The breadth of the museum's collection allowed for a separate flight of foreign trainers and liaison aircraft composed of the de Havilland Tiger Moth and Chipmunk, the Focke-Wulf FW 44 Stieglitz, the Polikarpov Po-2 Mule and the Messerschmitt Bf108 Taifun.



Focke-Wulf FW 44 Stieglitz



Polikarpov Po-2 Mule

The U.S. aircraft were separated into European and Pacific flights. The former featured the North American P-51D Mustang, B-25 Mitchell and the newly-acquired P-64 replica, which were joined by the Curtiss P-40 Warhawk. The U.S. Pacific flight was composed of the Consolidated PBY Catalina, Grumman TBM Avenger and FM-2 Wildcat, Vought FG-1D Corsair and the Douglas SBD-5 Dauntless. Although the AD-4 Skyraider technically did not see service during World War II, it did not look out of place flying with the others.

The European theater foreign flight was composed of British, German and Soviet aircraft, ranging from the Junkers Ju52 to the late-war Messerschmitt 262 jet along with the Hawker Hurricane and Yakovlev Yak-3. The Supermarine Spitfire was on the flightline, but did not fly. The Hurricane was later joined in the sky by what many in the crowd considered the star of the show, the de Havilland Mosquito. They flew a number of passes in formation, then individually. We would have welcomed a few low-level passes but understand the flight restrictions that need to be adhered to during the airshow. As the formal flying ended, the warbird rides resumed, so there was no rush to the exits. Many stuck around on Saturday for the steak dinner and hangar dance or simply to view the aircraft one more time. Many of the military re-enactors bivouac on site, so there was no curfew and visitors could stay as late as they wanted.



Messerschmitt Me262



Yakovlev Yak-3

Jonathan Lichtenstein and Mark Whall teamed up again to provide narration and kept the audience well informed. Air Boss Jeff Comeau, assisted by Don Siemieniak, did a great job of keeping the flying safe and on-schedule.

I'd like to thank Chris Vtipil for coordinating the media access and providing assistance during the air show. We'd like to thank Jerry Yagen for "keeping them flying" and all the sponsors, performers and volunteers who made this year's show such a success.



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7 juin 2015

BASE AERIEENNE 705

TOURS

1915
2015



REPORT AND PHOTOGRAPHY BY PETER THIVESSEN



The airbase (BA - Base Aérienne) 705 Tours is located some 250 kilometers south-west of Paris, France in the valley of the Loire river.

The main task of the base is to train pilots for the French Air Force. The aircraft type used for this purpose is the Breguet ALPHAJET E. Additionally the airport is used for civil air traffic as well. In this case the BA 705 provides the essential support in air traffic control, fire and rescue equipment, runway maintenance, etc. The airport thus serves both military and civilian purposes.

Six years after the last airshow was held in Tours, the BA 705 celebrated its 100th anniversary *Meeting du Centenaire* on Sunday, the 7th June 2015, and this was the actual air show day. On June 5th, Friday there was a spotters day when aviation enthusiasts could watch the arrivals as well as some rehearsals of various participants. June 6th, Saturday was reserved for the VIP day, when invited guests and school classes could attend to become acquainted with aviation.

In line with the central theme of the centennial anniversary of the air base the flight program (from 10:00h – 18:00h) highlighted lots of historic airplanes. Of course the most modern aircraft of the French Air Force as well as several National aerobatic teams, like the Patrouille de France, L'Equipe de Voltige, and Patrouille Cartouche Doré made their presence felt.

As usual the tactical performance of the "Ramex Delta Team", flying two Mirage 2000N from EC 2/4 "La Fayette" (BA 125, Istres) were very impressive. In the same league played the solo display of the AMD Rafale C from EC 1/7 "Provence" (BA 113 / St.Dizier) as well as the Belgian Air Force Lockheed Martin F-16 MLU solo demonstration. This particular aircraft showed a brand new striking colour scheme.

A feast for the eyes were the many unique historic military aircraft from different periods. The grand finale was performed by the Patrouille de France, which of course, is in a class of its own.



Broussard MH1521



A-10C from DM



MD.311-312-315 Dassault Flamants in formation



Rafale — NATO Tiger scheme



MS-505



Cap 232 — Green March (Morocco)



F-16 from Belgium



North 1101 Noralpha (Messerschmitt Bf 208)



Ramex Delta's Mirage 2000Ns



Breitling Bucker

EVAA



The Patrouille de France





According to the Training Centre their function “is aimed to train the participants as they fight on various mission types and train them to survive, and maintain their combat readiness”.

The elements of “Anatolian Eagle” were split into the White HQ, the Red, and the Blue Force. The White HQ did the operation for the training scenarios, monitoring and commanding, evaluating and analyzing the training. The Red Force was the training aid for the Blue fighters with F-16’s and F-4E’s. The Blue Force was the primary target audience.

Another element of “Anatolian Eagle” was the use of different ground-to-air defensive systems like the SA-6 “Gainful”, SA-8 “Gecko”, SA-11 A/B “Gadfly”, ZSU-23-4 “Gundis”, Skyguard Sparrow and Hawk missiles.

For this year’s event 102 aircraft from Turkey, Pakistan, USAF, Spain, UK, Germany, and NATO and 1350 personnel were deployed. Air refueling was provided by a Turkish KC-135R and a German Luftwaffe Airbus A 310. At the end of the exercise some 1022 missions had been flown by the participating aircraft and crews.

The Aviation Magazine Media crew would like to express our thanks and appreciation to the Turkish Embassies in Germany and Austria, especially to the AETC (Anatolian Eagle Training Center) Squadron Commander Lt.Com. Hasan Saffet Celikel, the headquarters of the Turkish Air Force in Ankara, Major Mesut Yurtdan, 1st Lt. Umut Uskup and all the personnel on the base who assisted us for their support and hospitality.

[For additional details see our site review by clicking here.](#)

The Anatolian Eagle Exercise was conducted from June 8th to 19th, at the 3rd Main Jet Base at Konya, Turkey.

Similar in scope to the “Red Flag” and “Maple Flag” exercises “Anatolian Eagle” is the only tactical training center between Europe and Asia minor. The operational environment covers an area of 300x400 km and without any restrictions over the air space. The Training Center develops scenarios in line with the participant countries and arranges missions according to their training needs.

Anatolian Eagle is intended to:

- Increase the operational training level of the pilots and air defense personnel in a most realistic operational environment,
- Exercise and develop joint and combined operational procedures,
- Decrease the losses to a minimum level and to increase mission effectiveness to a maximum level in real operational environments.





©2015 Wolfgang Järisch



©2015 Peter Thivessen

Turkish Boeing EW-7T "Wiseman" (Boeing 737-7ES)



©2015 Ralf P. Walter



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F-16s of the Pakistani Air Force



©2015 Wolfgang Jarsich



The MiG29 killer F-15C from the USAF

©2015 Peter Thivessen



The Turkish F-4E/2020, the Phantoms still flying here...

©2015 Peter Thivessen



The Spanish EF-18M



Dassault Falcon 900

Dassault Falcon 20

Eurocopter AS-532 Cougar

TAI T-129

Sikorsky S-70A 28E Blackhawk



The Turkish F-4E/2020 Phantoms above and the Typhoon FGR4/T3 from UK, below



The NATO Boeing E-3A above and the Turkish CASA-IPTN CN-235M-100, below





MEETING LUXEUIL

ARTICLE BY RALF P. WALTER - PHOTOGRAPHY BY: **LES BAINS**
PATRICE OLIVIER & RALF P. WALTER

The Meeting de l'Air from June 27th to 28th at the French Air Force Base Aérienne 116 Luxeuil-les-Bains was the last of only three French Air Force airshows in the 2015 season. The other two were at the Base Aérienne 126 Solenzara, island of Corsica and at the Base Aérienne 705 Tours.

Luxeuil is one of the oldest air bases in France, located in the north-eastern part of France. Its origins date back to WW I. From 1966 until 2011 the air base was part of the Force de Frappe (nuclear deterrence Force) operating aircraft that could fly conventional strike and nuclear missions with the Mirage IIIE, Mirage IV and Mirage 2000 N. Today it is home to the Groupe de chasse 01.002 Cigognes, flying the Mirage 2000-5F.

Some 40.000 visitors were presented an excellent mixture of warbirds and active military aircraft, along with three of the world's top aerobatic jet teams: Red Arrows from the UK, Frecce Tricolori from Italy and France's own Patrouille de France.

The eight hours non-stop flying program started at 10

a.m. on both days. The French Air Force impressively demonstrated the capabilities of their French made fighters. The pilot of a Rafale C showed what a modern fighter is capable of: tight turns with high g-loads, incredible climb rates and very fast acceleration/deceleration. Two Mirages 2000-5Fs, based at Luxeuil demonstrated the interception of a single engine propeller aircraft and showed the low-speed flying performance of the Mirage. The tactical demo of the Ramex Delta team with its two Mirage 2000N gave an excellent impression of the capabilities of the aircraft and the maneuvers used when operating in challenging combat environments. The loudest part of the air show was the display of a Swiss Air Force F/A-18C. It was amazing to see how this aircraft, designed almost 40 years ago, still performs these days.

Another highlight was when one of the few EC725 R2 Caracal the French Air Force Special Operations Command has in its inventory demonstrated a fast rope insertion of a special forces unit and their extraction in a hostile environment.



No big air show is complete without aerobatic teams. Flying on both days were the French Patrouille de France with Alpha Jet and the Cartouche Doré with TB-30 and from Italy the Frecce Tricolori, celebrating their 55th anniversary this year. One of their MB.339, the aircraft of the Commander, was given the celebratory number #55. The Red Arrows flew their display on Sunday only.

When it comes to warbirds there was a wide variety of legendary aircraft. The old jet age was represented by a De Havilland DH.100 Vampire FB6 and a Hawker Hunter F.6A. Not only jets from the past were on show. The mighty Douglas AD-4N Skyraider along with the smaller Supermarine Spitfire PR.XIX and Hawker Sea Fury FB.11 also gave a fine and powerful display.

Not flying, but part of the static display were two A-10C of the 354th Fighter Squadron from Davis-Monthan AFB, Arizona. They are assigned to the 354th Expeditionary Fighter Squadron and deployed to Eastern European NATO countries as part of a theater security package. Other also rarely seen aircraft were a Sukhoi Su-22 and a Mil Mi-24 from the Polish Air Force, the Slovakian Air Force sent a Let-410 and a Mig-29AS.

We would like to thank the organizers and all the men and women who helped to have more than a hundred aircraft present and two days of flying activity.

- Two Mirage 2000-5Fs based at Luxeuil, above,
- Rafale demo with the NATO Tiger scheme, to the right.





- Morane-Saulnier MS.406, left and on the first two film strip images bottom right,
- Curtiss H75 -CI Replica (T-6 modified) top right
- Morane-Saulnier MS-733 Alcyon, last film strip bottom right.



©2015 Ralf P Walter

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- Patrouille de France right top and bottom,
- Extra 330C of the EVAA (The air force aerobatic team of France) aka Equipe de Voltige top right,
- Camille of Ramex Delta and Cap. Alexander Orłowski EVAA meeting the crowds, bottom left.

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- PC-7 Display from Austrian AF right top,
- Red Arrows pilot (right inset) and Red Arrows performing bottom left and top right,
- Frecce Tricolori from Italy and crew, mid and bottom right.



Report by Ruggero Piccoli and Alberto Celsan with photography as noted



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The Red Bull Air Race World Championship returned to Budapest on 4-5th July with the racetracks over the Danube River. Twelve years after the Red Bull Air Race made its spectacular debut, and six years after the last race, the world's fastest motorsport series was back again on 4th and 5th July in Budapest.

The two-time champion Paul Bonhomme leads the standings with 25 points, but Matt Hall is close behind with three straight podiums. 2008 champion Hannes Arch is red hot after winning the last race in Croatia. Arch explains: "If I reach the same mental status of Rovinj, I'll win".

Hungary's Peter Besenyei was looking for a top result in his new Edge 540 V3 airplane in front of the traditionally enthusiastic and enormous Budapest crowds. Besenyei explained "I am very happy to race in Hungary after five years as not only the fans are waiting for it, as well are the pilots. In Hungary, it will be even more special for me to race my new plane for the first time. The previous plane (Corvus) is a great piece of technology (the only European plane in the Race), but unfortunately not competitive in racing. With my new Edge, I expect to climb up in the rankings. The plane is faster and made for racing". Besenyei and his new Edge 540 V3 are the most expected news of the race. Thousand of fans waited for the results to see if the issue was really the plane or if the pilot lost a bit of his mastery.

The race in Budapest is very spectacular because the planes flying just above the waters and people watch the race from the river banks can see the planes flying by at speeds of up to 370 km/h. The planes enter the race track by flying beneath Budapest's iconic 19th century Chain Bridge. We asked if this is was dangerous but Besenyei explained "I did this hundreds of times, including upside-down. It's not a problem."

According to Pete McLeod, from Canada, " racing with so close obstacles like bridges or buildings was not a security issue, thank to the great professionalism of the pilots. The problem instead was the very hot temperatures that inside the cockpit can becomes 44 to 45 Celsius degrees."

Challengers

Six challengers fought for the victory in Budapest. Daniel Ryfa, from Sweden, confirmed his great 2015 season. Milkael Brageot from France gained the second place and Peter Podlunsek arrived third. All six pilots made race laps without penalties and lap times were very close. The only difference between the Masters and Challengers is the start: for Challengers is over the Chains Bridge versus under the bridge for the Masters.

Masters Qualifying

For the first time in his career, the Australian Matt Hall won the qualifier on Saturday and become the man to beat on the Sunday Race. Matt Hall stopped the clock in a blazing time of 58.323 seconds. Yoshihide Muroya of Japan took second place and Hannes Arch of Austria bounced back from training results to take third. Besenyei took 10th place in Qualifying. His strategy was to make a first conservative lap to have a good place in the qualifying, without the risk of a penalty, than do a very fast second lap, to try to get a great qualifying place. However, a penalty during the first lap forced Peter to change strategy, and unfortunately for him and his thousands of fans it became a disappointing race.

Peter Besenyei of Hungary leads Francois Le Vot of France and Martin Sonka of the Czech Republic during the Recon flight over the Parliament Building prior to the Red Bull Air Race World Championship in Budapest, Hungary on July 02, 2015.

Qualifying Results: 1. Matt Hall (AUS) 58.323, 2. Yoshihide Muroya (JPN) 59.011, 3. Hannes Arch (AUT) 59.328, 4. Pete McLeod (CAN) 59.480, 5. Kirby Chambliss (USA) 59.496, 6. Nigel Lamb (GBR) 59.553, 7. Martin Sonka (CZE) 59.756, 8. Paul Bonhomme (GBR) 59.812, 9. Nicolas Ivanoff (FRA) 1:00.151, 10. Peter Besenyei (HUN) 1:00.862, 11. Francois Le Vot (FRA) 1:02.364, 12. Juan Velarde (Spain) 1:03.839, 13. Matthias Dolderer (GER) 1:03.974, 14. Michael Goulian (USA) 1:04.403

Round of 14

In the first round Besenyei, with the new plane, beat Chambliss but received a 2 point penalty. In the second run Pete McLeod easily won against Le Vot, one of the two rookies, that made a lap without penalties but 3 seconds slower than McLeod. Ivanoff exceeded maximum G's and did not finish. It seems very easy for Lamb to win the round, he simply had to close the lap, but, incredibly he made the same over G mistake on the same turn were Ivanoff did, and he also didn't finish the lap but he won the round thanks to the better qualification time.

In the fourth round Arch easily beat Velarde with a time 3,575 seconds faster also because Velarde got an incorrect level flying at gate 2. Against Paul Bonhomme, Martin Sonka lost by only 0.060 seconds, an incredible lap for a young pilot. Sonka gained his place on the round of 8 because he was the faster loser. In the sixth round Muroya lost against Dolderer. In the last round Hall, the winner of the qualifying, won against Goulian who also get a penalty for incorrect level flying at gate 10.

Round of 8

In the first round Besenyei made an incredible lap, a perfect lap. All people believed that it was quite impossible to do better and than Peter and he will win the round. However, McLeod while young but a truly expert pilot was able to gain millisecond on each turn, he made the turn at the Margaret bridge flatter than any other pilot. And by this maneuver McLeod gained his place into the Final 4. In the second round Lamb did again the same over G error at the Margaret bridge and Arch did a clear lap ensuring his place in the Final 4. In the third round Dolderer gained the final place for the Final 4. A very important result for Bonhomme to have the opportunity to stay at the top of the championship. The last round gave everyone a surprise. The former Czech military pilot Martin Sonka won against the winner of the qualification, Matt Hall who lost the opportunity to defend his position in the championship.





- Juan Velarde (ESP) above,
- Hannes Arch (AUT) the event winner, below.



Final

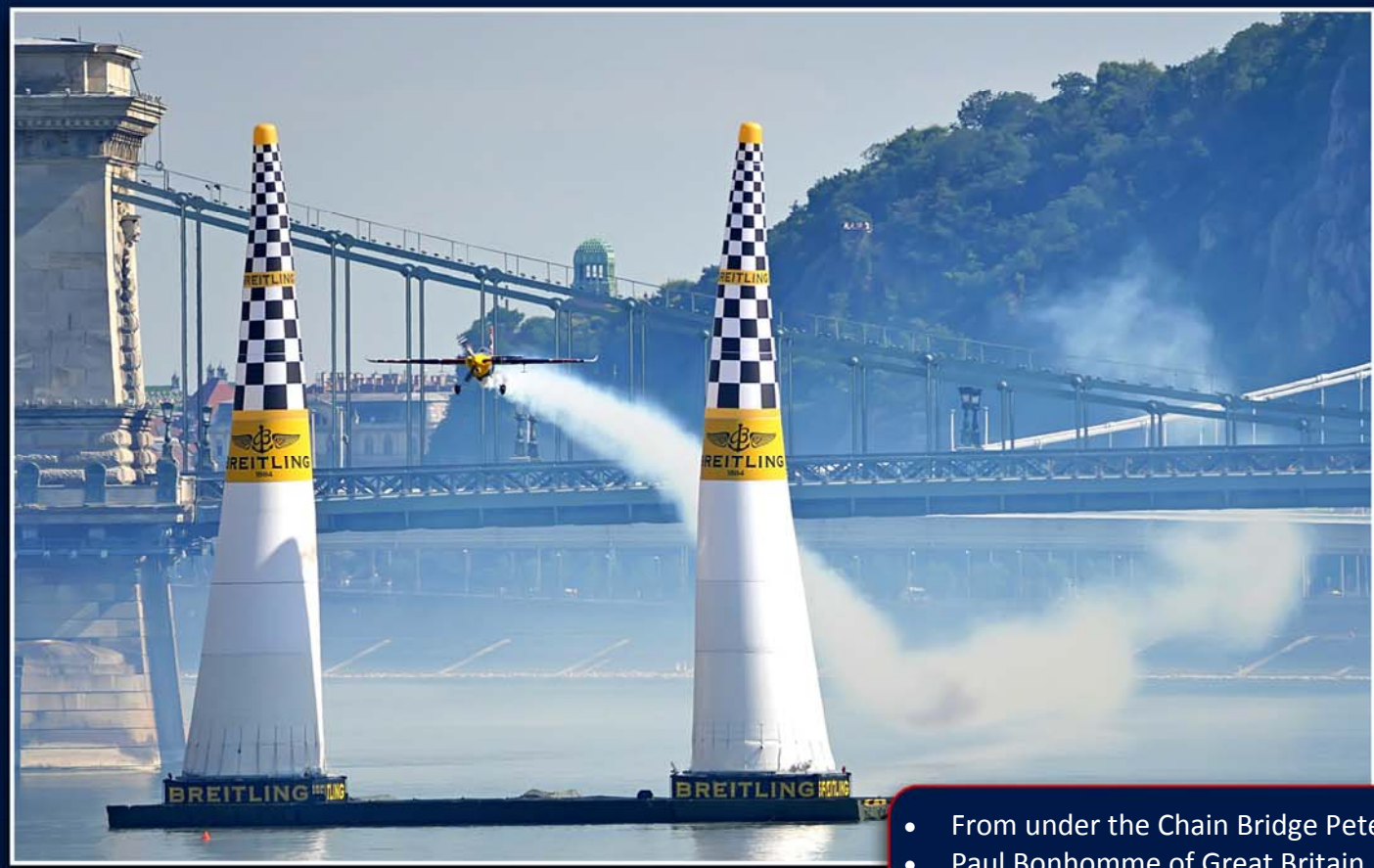
All laps in the Final 4 was more or less perfect. Only Martin Sonka made a mistake on the loop at the Chain Bridget. It pulled up too fast and the plane stalled causing a loss of a few seconds and ended up in third. Pete McLeod get the fourth place, Paul Bonhomme was second and Hannes Arch confirmed his great status by winning the second race in the season after Rovinj.

Paul Bonhomme keep his leadership, at the same time Arch reached Hall as number of points but Arch is second because he won two races. The champion, Nigel Lamb, is in the sixth place and he was not able to gain positions.

Results Budapest:

1.Hannes Arch (AUT) 2. Paul Bonhomme (GBR), 3. Martin Sonka (CZE), 4. Pete McLeod (CAN), 5. Matt Hall (AUS), 6. Peter Besenyei (HUN), 7. Matthias Dolderer (GER), 8. Nigel Lamb (GBR), 9. Yoshihide Muroya (JPN), 10. Kirby Chambliss (USA), 11. Michael Goulian (USA), 12. Francois Le Vot (FRA), 13. Juan Velarde (ESP), 14. Nicolas Ivanoff (FRA).

World Championship standings: 1. Bonhomme 34 points, 2. Arch 29, 3. Hall 29, 4. Sonka 16, 5. McLeod 14, 6. Lamb 13, 7. Dolderer 13, 8. Goulian 8, 9. Ivanoff 6, 10. Besenyei, 11. Muroya 4, 12. Chambliss 2, 13. Velarde, 14. Le Vot



- From under the Chain Bridge Peter Besenyei
- Paul Bonhomme of Great Britain in front of the Parliament, Budapest, below.



Peter Besenyei (HUN)



Nigel Lamb (GBR)



Pete McLeod (CAN)



Matthias Dolderer (GER)



Hannes Arch (AUT)



Peter Podlunsek of Slovenia, above

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- Mikael Brageot of France (L), Daniel Ryfa of Sweden (C) and Peter Podlunsek of Slovenia (R) celebrate during the Challenger Cup Award Ceremony, above
- Paul Bonhomme of Great Britain (L), Hannes Arch of Austria (C) and Martin Sonka of the Czech Republic (R) celebrate during the Master Pilots Award Ceremony, below.



©2015 Balasz Gardi/Red Bull Content Pool



Flying with the Collings Foundation's B-24J Liberator "Witchcraft"

Article and photography by Norman A. Graf

For over a quarter century, the Collings Foundation's "Wings of Freedom" tour has been bringing historic aircraft to airfields around the US. The tour has two goals: "to honor the sacrifices made by our veterans that allow us to enjoy our freedom; and to educate the visitors, especially younger Americans, about their national history and heritage." Every year the tour visits over a hundred cities, but every Memorial Day they can be found in Livermore, California. I was invited to fly along on the flight between Moffett Federal Airfield in Mountain View and Livermore.

This year there were four aircraft at these stops on the tour. The Boeing B-17G Flying Fortress is painted in the markings of the 91st Bomb Group plane "Nine-O-Nine" which completed 140 combat missions. The Consolidated B-24J Liberator is painted in the markings of "Witchcraft," which flew the first and last missions of the 467th Bomb Group. Amazingly, no crewman was injured or killed in the 130 combat missions flown by "Witchcraft" in that period. The North American B-25J Mitchell is painted in the markings of "Tondelayo," which was assigned to the 345th Bombardment Group in the Pacific Theater. Returning from a bombing raid over Rabaul on one engine, it successfully evaded fifty pursuing Japanese fighters, downing five and being credited with the loss of an additional four which crashed trying to shoot down the bomber. Joining these bombers was the world's only dual-control North American TP-51C Mustang "Betty Jane."

At each stop along the tour, the aircraft spend much of the day on static display, with flights scheduled in the mornings and afternoons. World War II veterans are admitted at no charge and many show up wearing their uniforms. Listening to them share their histories is a rewarding experience. As I waited on the tarmac for the local volunteers to finish ushering the last visitors out the gate and the crewmembers readying the aircraft for our flight, I met Walter Hughes, one of these few remaining veterans. He had volunteered for Army Air Force Pilot training in 1942, was commissioned and completed 35 bombing missions as a 93rd Bomb Group B-24 pilot flying from England to Germany. He was wearing his Class A uniform and would also be flying to Livermore on the Liberator. Soon enough it was time to board.

We would be strapped in during take-off and landing, but would have the run of the airplane in flight. The takeoff out of Moffett was exciting, passing by the historic airship hangars and flying low out over the colorful salt ponds in the San Francisco Bay. We passed low over the East Bay Hills, the shadow of our plane looming large below us. Finally we had climbed enough and the buzzer sounded, signalling that we were allowed to move about the plane.





I lost no time getting to the tail gunner's position and looking back towards the Bay. The flight to Livermore was but a twenty minute hop and I didn't want to miss experiencing the flight from all vantage points.

The large, open, side-gunner's windows provided a wonderful view of the countryside. I watched as Lt Hughes gazed out into the distance. I wondered what he was thinking on this Memorial Day weekend. Walking over the catwalk in the bomb bay brought me to the cockpit. The instruments were mostly historically accurate "steam gauges," although augmented with modern equipment for safety. Getting to the bombardier's station in the nose of the plane required getting on my hands and knees and crawling forward, but I was determined to explore every inch of the plane before landing.

Looking through the Norden bomb-sight as we passed over towns, bridges and factories made me wonder what the crew flying real missions must have been thinking as they flew over their targets. As I saw Livermore approaching ahead I expected to hear the buzzer call me back to my seat at any moment. However, we kept flying, continuing past Byron on to the Sacramento River Delta at Antioch. There we turned west, circling Mount Diablo before heading south to Livermore. We'd been in the air almost an hour! When we landed, the other aircraft were already there. The local volunteers expertly guided us in and made the aircraft ready for display.





Outside, long lines of visitors were eagerly waiting for the gates to open so they could see these planes close up. Another stop on the tour was about to start. To find out whether the Wings of Freedom Tour will be visiting an airfield near you, check out their tour schedule at: <http://www.collingsfoundation.org/events/category/wings-of-freedom-tour/>

The Collings Foundation relies solely on private funding for its support. Walk-through tours of the aircraft while on the ground are available for a modest fee (\$12 for adult, \$6 for children 12 and under). Half-hour flights aboard the aircraft can also be booked (B-17 or B-24 is \$450 per person, B-25 is \$400 per person, 30-minute flight training on the P-51C is \$2200). Membership and sponsorship information can be found at: <http://www.collingsfoundation.org/the-foundation/sponsorship/>



I'd like to thank Mick Hanou, President of the 91st Bomb Group Memorial Association, for inviting me to participate in this flight. <http://www.91stbombgroup.com/>

I'd also like to express my appreciation to the Collings Foundation and all the volunteers whose invaluable assistance "keep them flying."

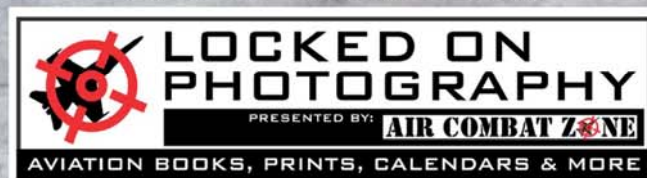
We at The Aviation Magazine are proud to feature articles about flying warbirds. If your organization would like to be featured please contact the Editor via e-mail.



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CanJet Boeing 737-800 at YYZ / CYYZ ©2015 Gustavo Corujo



WestJet Disney World Livery aka "Magic-Plane" Boeing 737-800 at YYZ / CYYZ above, and Air Canada Rouge Boeing 787-300ER at YYZ / CYYZ below, ©2015 Gustavo Corujo





- Gulf Helicopters agustawestland AW189 at MLA / LMML, top ©2015 Ray Biagio Pace
- LOT Polish Airlines Boeing 787-8 at MLA / LMML, middle ©2015 Ray Biagio Pace
- SWISS Airbus A320 at MLA / LMML, bottom ©2015 Ray Biagio Pace



- Luxair Boeing 737-800 at MLA / LMML, top ©2015 Ray Biagio Pace
- SAS Scandinavian Airlines Boeing 737NG (737-883) at MLA / LMML, middle ©2015 Ray Biagio Pace
- LIBYAN Airlines Canadair CL-600-2D24 Regional Jet CRJ-900ER, at MLA / LMML, bottom ©2015 Ray Biagio Pace





- Medavia—Mediterranean Aviation Dornier Do-328 at MLA / LMML, top ©2015 Christopher Mifsud
- Royal Navy Lynx Mk8 at MLA / LMML, middle ©2015 Christopher Mifsud
- Private—Bombardier BD-700-1A11 Global 5000 at MLA / LMML, bottom ©2015 Ray Biagio Pace



Croatian Air Force Aerobatic Team: Wings of Storm

By Antonio Prlenda with photography Darko Belančić unless noted



The First Ten years of Krila Oluje

Despite the fact that they do not fly loud and mighty jets but rather elegant turbo-prop trainers, the Croatian Air Force aerobatic team earned remarkable respect in the first decade of its existence.

Krila Oluje (Wings of Storm) the Croatian Air Force Aerobatic Team this year celebrates its first ten years of existence. Officially formed in 2005 and performing in Europe, the team quickly became famous with their attractive aerobatic program on six Pilatus PC-9M turbo-prop trainers. Presenting some of the most demanding formation manoeuvres, the Krila Oluje is still the only military flight demonstration team in the world that performs tail-slide in formation, earning remarkable respect even from their colleagues in some of the most famous jet flying teams.

Zadar Tradition

The Krila Oluje team consists of the pilots from the Croatian Air Force's training Fixed-Wing Squadron (Eskadrila aviona – EA) of the 93rd Airbase (93. zrakoplovna baza) at Zadar-Zemunik. For their rehearsals and displays the Krila Oluje does not have special planes and equipment as majority of teams in the world do but they use the airplanes from their squadron, which are smartly painted in attractive Croatian colours.



In comparison with the majority of aerobatic teams in the world whose pilots' single task is to train and do aerobatic displays, the primary task of the pilots from the Krila Oluje is training of the future aviators of the Croatian Air Force and Air Defence (Hrvatsko ratno zrakoplovstvo i protuzračna obrana - HRZ i PZO). Following the tradition of the formation aerobatic flying at Zadar, which dates back from 1967, the all members of the Krila Oluje were active flight instructors, until now.

For the first time the tradition is changed this year, when all six of experienced Krila Oluje instructor pilots were invited to join an unspecified project in Qatar. The pilots were not legally bound to their military service in Croatia any more and were free to go after they provided support to Damir Barišić, one of the former Krila Oluje's leaders, to train the new team. Probably the first time in the history of military formation aerobatic flying in Zadar, two pilots who are not flight instructors joined the display team. However, they should reach that status soon.

To date, the Krila Oluje flew in 13 deferent countries with total of 15 pilots. Among the team highlights is also the fact that Cpt. Diana Doboš was a member of the Krila Oluje from 2005 to 2007 being the third woman in the world history to fly in a military aerobatic team.

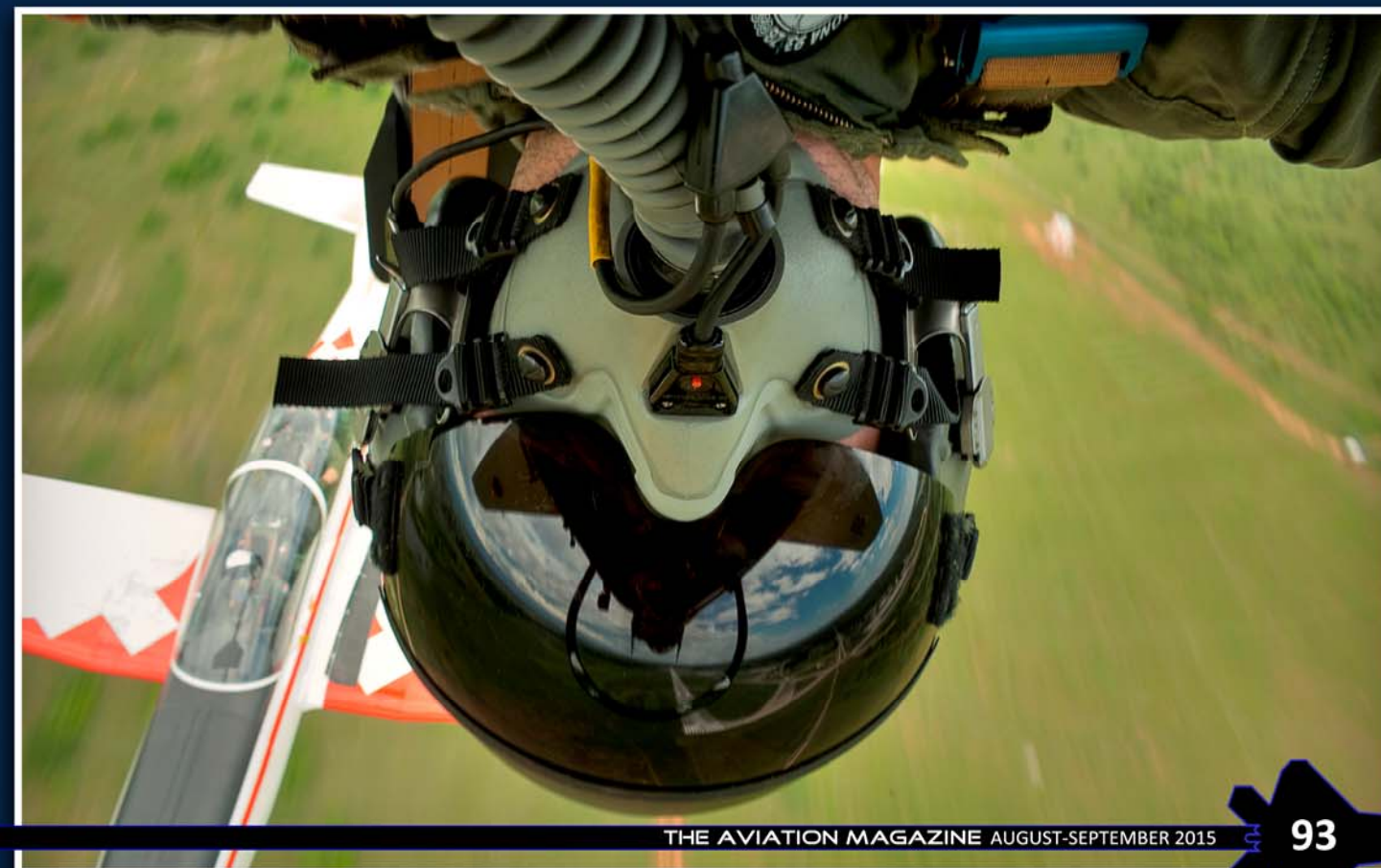
The candidates for the team members in traditional red flight suits have been chosen amongst the most experienced pilots who must meet the excellent standards in flying techniques, have needed psychophysical predispositions, tendency to team work and a minimum total of 600 flight hours. They also must show the best results in formation aerobatic flying in 2-ship formation. The chosen candidates then go through a demanding training of aerobatic flying in formations from two to six airplanes, during which the pilots train performing the specific aerobatic elements at minimal altitude above ground and at extremely close distances between the planes in a formation.

The Krila Oluje were officially formed to fulfil the task of the presentation of skill, discipline, team work and the high degree of training quality of the HRZ i PZO and Croatian Armed Forces in general. The very first flight of the team is considered to be a formation aerobatic display of four PC-9Ms during the opening ceremony of European Sailing Championship in Zadar on July 23rd, 2004. On the occasion of the 10th anniversary of the military and police liberating Operation OLUJA (the Storm), after which the team was named, the Krila Oluje Aerobatic Team has been officially presented to the Croatian public on August 5th, 2005 in the town of Knin. By the end of the 2005 the team grow up to 5-ship formation and first flight with 6-plane formation was made at March 25th, 2009. This season, the team started to perform in 5-ship formation planning to fly the second half of the season in 6-ship.

Demanding Manoeuvres

Aerobatic display performed by the Krila Oluje is 20 minutes long and it is performed at the altitudes from 50 to 1,000 m and at the minimum distance from the audience of about 230 m. The program composes of some 20 formation aerobatic manoeuvres. Purchase of a smoke system for the Krila Oluje is not priority in the HRZ's procurement list yet. To compensate the lack of the visual effect of smoke trail, the team performs some of the very demanding manoeuvres such as the 3-ship tail-slide, triple mirror and 2-ship stall turn. During the display, their PC-9Ms fly at the distances even less than two meters from each other, at speeds of up to 550 km/h and the G loads that pilots endure performing the certain program elements are from -2.5 Gs to +6.5 Gs. The minimum lower altitude during the performance is determined by the air-show organizers and it is usually from 50 to 100 m above the ground level.

In its first ten years, the Krila Oluje won several trophies for the best display at international shows such as the RDAF 2012 in Denmark, CIAF 2012 and CIAF 2014 in Czech Republic. As in almost any aerobatic team in the world there are no backup pilots. The training for each position in the formation is specific and continuous; therefore it is almost impossible to have a trained backup pilot who would be able to replace any one of the pilots from the team. In case a pilot is ill, the team performs a shortened program with five planes or makes a cancellation of the display.





2015 TEAM

2015 Krila Oluje "Wings of Storm" with the crew and pilots.

The pilots left to right: #4 Slot – 1st Lt. Darko Belančić (flight instructor with 1,260 flying hours), #2 Left Wing – Cpt. Ivan Anđić (flight instructor with 1,360 flying hours), #3 Right Wing – 1st Lt. Goran Grgić (760 flying hours), #1 Team Leader – Lt Col. Damir Barišić (flight instructor with 1,900 flying hours), #5 Second Left Wing – 2nd Lt. Denis Živaljić (760 flying hours), #6 Second Right Wing – Cpt. Zvonimir Mravunac (flight instructor with 780 flying hours).

hours) #3 Right Wing – 1st Lt. Goran Grgić (760 flying hours), #1 Team Leader – Lt Col. Damir Barišić (flight instructor with 1,900 flying hours), #5 Second Left Wing – 2nd Lt. Denis Živaljić (760 flying hours) #6 Second Right Wing – Cpt. Zvonimir Mravunac (flight instructor with 780 flying hours).



WINGS OF STORM





A-10s FROM 354FS IN EUROPE

Article and Photography by Lawrence & Jordan Clift



Whilst in Europe working alongside other NATO armed forces, two A-10's from the 354th Fighter Squadron (from Davis-Monthan AFB, Arizona) were deployed to the United Kingdom to participate in operations for a week from RAF Lakenheath as part of a theatre security package. TSPs augment the USAFE's existing efforts as part of Operation Atlantic Resolve by conducting flying training and aircraft are deployed to a variety of forward operating locations to participate in training and exercises. As well as flight training, the crews have also provided the two aircraft as static displays at RNAS Yeovilton and the Royal International Air Tattoo (RIAT) held at RAF Fairford in the UK and several other air shows on the mainland in Europe, where the jets have received a very warm welcome.

The A-10 is such an iconic aircraft and rarely make an appearance in the UK these days even though there were a number of squadrons spread across the South East of the UK in the 80's and 90's, so when the opportunity arose to photograph and interview the crews of these two visiting jets, we jumped at the chance. Having endured a three hour and 220 mile journey, we arrived at gate 2 of RAF Lakenheath and boarded the bus that would take us to the pan where the jets were waiting for us. As we rounded the corner, there they were, standing tall and still looking menacing! We had around an hour before the ground crew would arrive to ready the aircraft so we got to work photographing and videoing the "hogs" along with the resident F-15's that were getting airborne at regular intervals. The ground crews arrived and started to prepare the jets for their flight followed minutes later by the four pilots, two for this particular flying sortie along with the other two who'd be left on the ground and would try and answer the questions from the gathered media. One of the pilots has only been flying the A-10 since March 2014 prior to which he was a navigator on B-52's. When asked "why the change", his tongue in cheek answer was "he wanted a window"! According to the other a female pilot Jess, her call sign "Jackpot Wyblie", A-10 was first aircraft type to fly since graduating and has amassed 600 hours on the jet within 3 years the "Hog is a dream to fly, yanking and banking, looking outside all of the time".





We were amazed as to how welcoming the USAFE were towards us whilst the airfield was live. Checks complete, salute given and returned, the “hogs” were on their way and joined in with the departing F-15’s. Around two hours later, the A-10’s reappeared and returned to their temporary stands on the pan out in the open without any cover, although the ground crews said that they were happy in these conditions as the planes were a lot easier to work on and didn’t require being pushed backwards into their hardened air stands. Landing checks completed and, along with a debrief to the crew chief, the log books were handed over and another successful flying sortie was completed

Like everything, the A-10 Thunderbolt has an uncertain future and it was a pleasure to spend a few hours with the aircraft and the people that fly them and keep them flying. Many thanks to the Public Relations team at RAF Lakenheath.



THE AVIATION MAGAZINE

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



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