

# THE AVIATION MAGAZINE

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No: 44 July-August 2016  
Volume 7, Issue 5

- 
- A full-page photograph of a pilot, Capt. Ryan "Rod" Kean, sitting in the cockpit of a fighter jet. The pilot is wearing a flight suit, helmet, and goggles. The jet is blue and yellow, with the name "CAPT RYAN 'ROD' KEAN" visible on the side. The background is a clear blue sky.
- ✈ COMOX, BC Canada
  - ✈ Planes of Fame Airshow, Chino, California, USA
  - ✈ La Ferte-Alais Air Show, France
  - ✈ Great Lakes International Air Show, St. Thomas, Ont. Canada
  - ✈ And so much more...



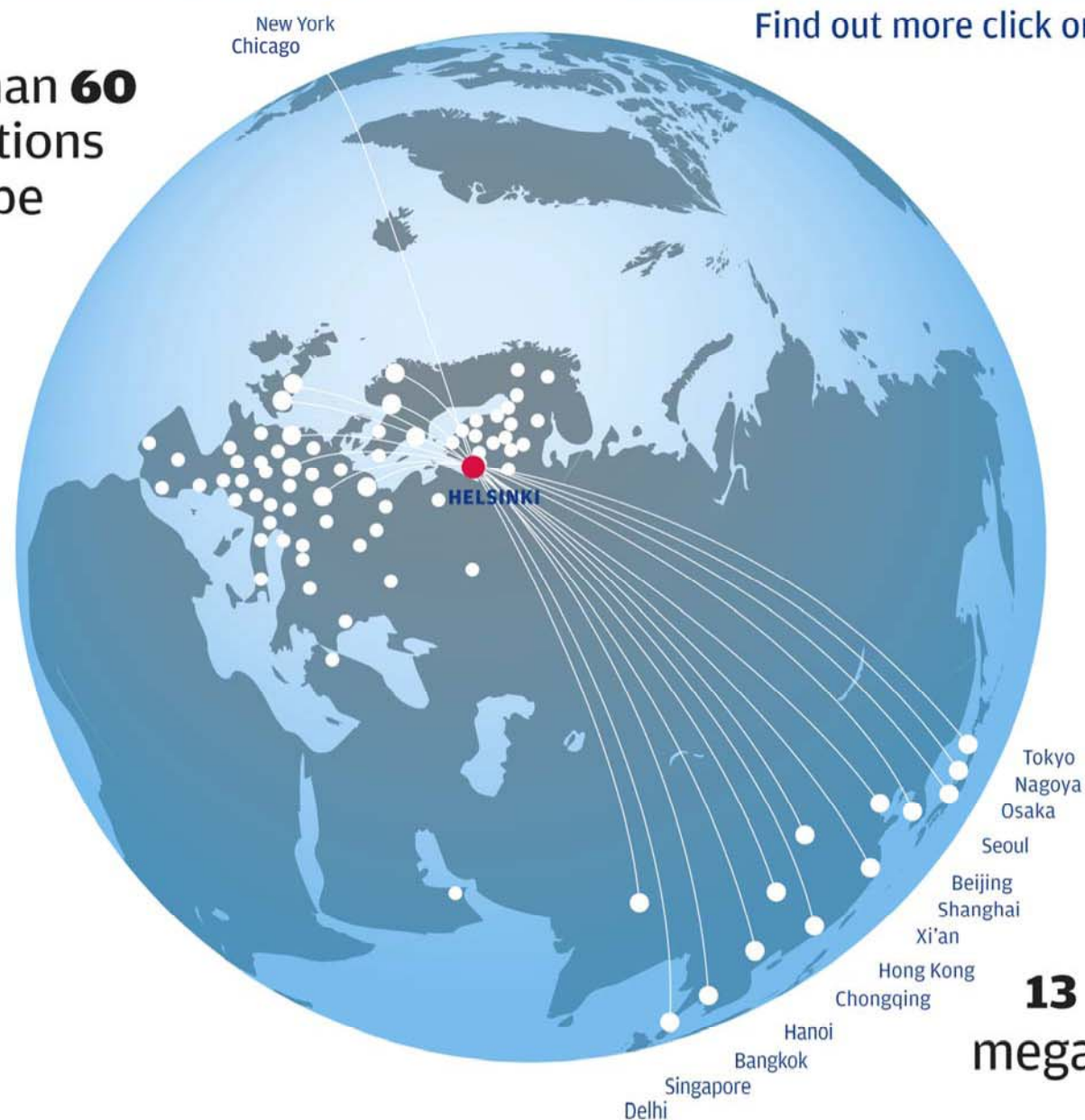
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# THE AVIATION MAGAZINE

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No: 44 July-August 2016 Volume 7, Issue 5

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Cover: Capt. Ryan "Roid" Kean CF-18 Demo pilot for 2016, photo by Laszlo Nyary

Index page: BCATP celebration at Great Lakes International Air Show, photo by Laszlo Nyary



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## THE AVIATION MAGAZINE

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**THE AVIATION MAGAZINE** is published six times a year, by a Team of Volunteers interested in aviation. 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.

**Please note:** we do not accept any unsolicited articles or images for publication.

**Interested in joining us?** We have (3) Volunteer Team positions available. We are looking for a Far East contributor, preferably from Japan, with good English communication skills, also for someone to cover the East and South-East portion of the USA, and for Marketing Person. If you are interested in becoming a contributor e-mail us with samples of your work:

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## NEWS FROM THE EDITOR

Welcome to the 44th edition of **THE AVIATION MAGAZINE**. We are now in the middle of the North American as well as the European air show season. With so many events to cover, we do have to skip many of them as our contributing staff membership has been reduced, and can only cover so much. However, we still cover major air shows, and as many military exercises and base visits as we can.

The 2016 air show season schedule has been on our sites now for a number of months, [click here to view it](#), this covers events worldwide. We look forward to bringing you many more air shows in 2016 with a lot of enthusiasm, and to bringing you the "Best for Free"® e-based aviation magazine as we take you to aviation events "As close as you can get without being at an air show!"® Tell all your friends to like us on Facebook, follow us for the latest reviews and news on Twitter and to subscribe on Joomag to automatically receive the latest issue of **THE AVIATION MAGAZINE**.

## IN MEMORIUM



## REST IN PEACE BRAVE FLYERS!

In June there were several major accidents with the demonstration teams worldwide. The USAF Thunderbirds lost the #6 plane, luckily the pilot Major Alex Turner was able to eject. Unfortunately for the Blue Angels luck was not on their side. Their #6 crashed too, U.S. Navy Blue Angels pilot Marine Capt. Jeff Kuss was killed. The Russian Knights lost one of their Su-27s, just outside Moscow, killing Maj. Sergei Yermenko in the crash. Our condolences to all of their families! In Holland two Swiss Air Force F-5s belonging to the Patrouille Suisse aerobatic display team collided during a practice display at Leeuwarden air base. One of the F-5s was able to land while the other crashed. Fortunately, the pilot was able to eject from the plane suffering only minor cuts and bruises.





# 16-1

ARTICLE AND PHOTOGRAPHY BY NORMAN A. ORAF

F-16C Fighting Falcon of the Air National Guard Air Force Reserve Command Test Center (AATC) of the Arizona ANG

The first of four Red Flag exercises scheduled at Nellis AFB this year took place between January 25 and February 12. As in recent years, this exercise included U.S. units and participants from the United Kingdom (RAF) and Australia (RAAF). For the first time, the RAAF brought F/A-18F Super Hornets along with its F/A-18A Hornets. They also brought the E-7A Wedgetail and AP-3C Orion. The RAF was represented by Typhoons, with Sentinel, E-3 Sentry and C-130J Hercules joining in. Two flights per day were flown, one in the afternoon and one at night, with similar mission profiles, except that most of the electronic warfare aircraft were reserved for the night flights. The Red Forces, composed primarily of the locally-based 64th Aggressor Squadron F-16s, were augmented by different Blue Force units during the course of the three-week exercise. For additional background information on Red Flag, [see here and our coverage of previous exercises \(RF 14-1, RF 14-2, RF 14-3, RF 15-1, RF 15-4\).](#)

The Aviation Magazine would like to thank the staff of the 99th Air Base Wing Public Affairs Office for all of their support during our visit.

The exercise included more than 80 aircraft from the following units:

- 53rd Wing, 422nd Test and Evaluation Squadron, F-16Cs, Nellis AFB, NV
- 1 Squadron, Royal Australian Air Force, F/A-18F, RAAF Amberley, Australia
- 2 Squadron, Royal Australian Air Force, E-7A, RAAF Base Williamtown, Australia
- 10 Squadron, Royal Australian Air Force, AP-3C, RAAF Base Edinburgh, Australia
- 75 Squadron, Royal Australian Air Force, F/A-18A, RAAF Base Tindal, Australia





McDonnell Douglas F/A-18A Hornets of the RAAF No 75 Squadron from RAAF Base Tindal







Eurofighter Typhoon FGR4 of RAF No 3 Squadron from RAF Coningsby, above.  
Boeing E-3D left bottom and Raytheon Sentinel right bottom of RAF 8 Squadron from RAF Waddington







Boeing F/A-18F Super Hornet of RAAF No 1 Squadron from RAAF Amberley



F-16C Fighting Falcons of the 64th Aggressor Squadron from Nellis AFB

Boeing E-7A Wedgetail of the RAAF 2 Squadron from RAAF Base Williamtown







# NAS FALLON

ARTICLE AND PHOTOGRAPHY BY NORMAN A. GRAF

# CVW-3 PHOTO SHOOT



EA-18G of VAQ-130 "Zappers"





We were fortunate to be invited to attend an on-base photo opportunity arranged through the Public Affairs Office at NAS Fallon, in Nevada, for a CVW-3 Photo Shoot, in February, this year.

Carrier Air Wing Three (CVW-3) "Battle Axe", normally stationed at NAS Oceana, is currently deployed aboard the aircraft carrier Dwight D. Eisenhower (CVN-69). CVW-3 consists of VFA-32 "Swordsmen" flying the F/A-18F Super Hornet, VFA-105 "Gunslingers" flying the F/A-18E Super Hornet, VFA-131 "Wildcats" flying the F/A-18C Hornet, VFA-86 "Sidewinders" flying the F/A-18E Super Hornets, VAQ-130 "Zappers" flying the EA-18G Growler, VAW-123 "Screwtops" flying the E-2C Hawkeye, VAW-126 "Seahawks" flying the E-2D Hawkeye, HSM-74 "Swamp Foxes" and HSC-7 "Dusty Dogs" flying the MH-60R/S Seahawk. Prior to its deployment CVW-3 spent several weeks working up at Naval Air Station Fallon. NAS Fallon, home of the Naval Aviation Warfighting Development Center (NAWDC, formerly Naval Strike Air Warfare Center or NSAWC), is the only facility where an entire carrier air wing can conduct comprehensive training while integrating every element of the wing into realistic battle scenarios. During carrier air wing training, units are able to make use of the more than 6.5 million acres of the Fallon Range Training Complex (FRTC) and be challenged by Navy Adversary units. The ultimate goal of NAWDC is to ensure that excellence in training will lead to victory in battle.

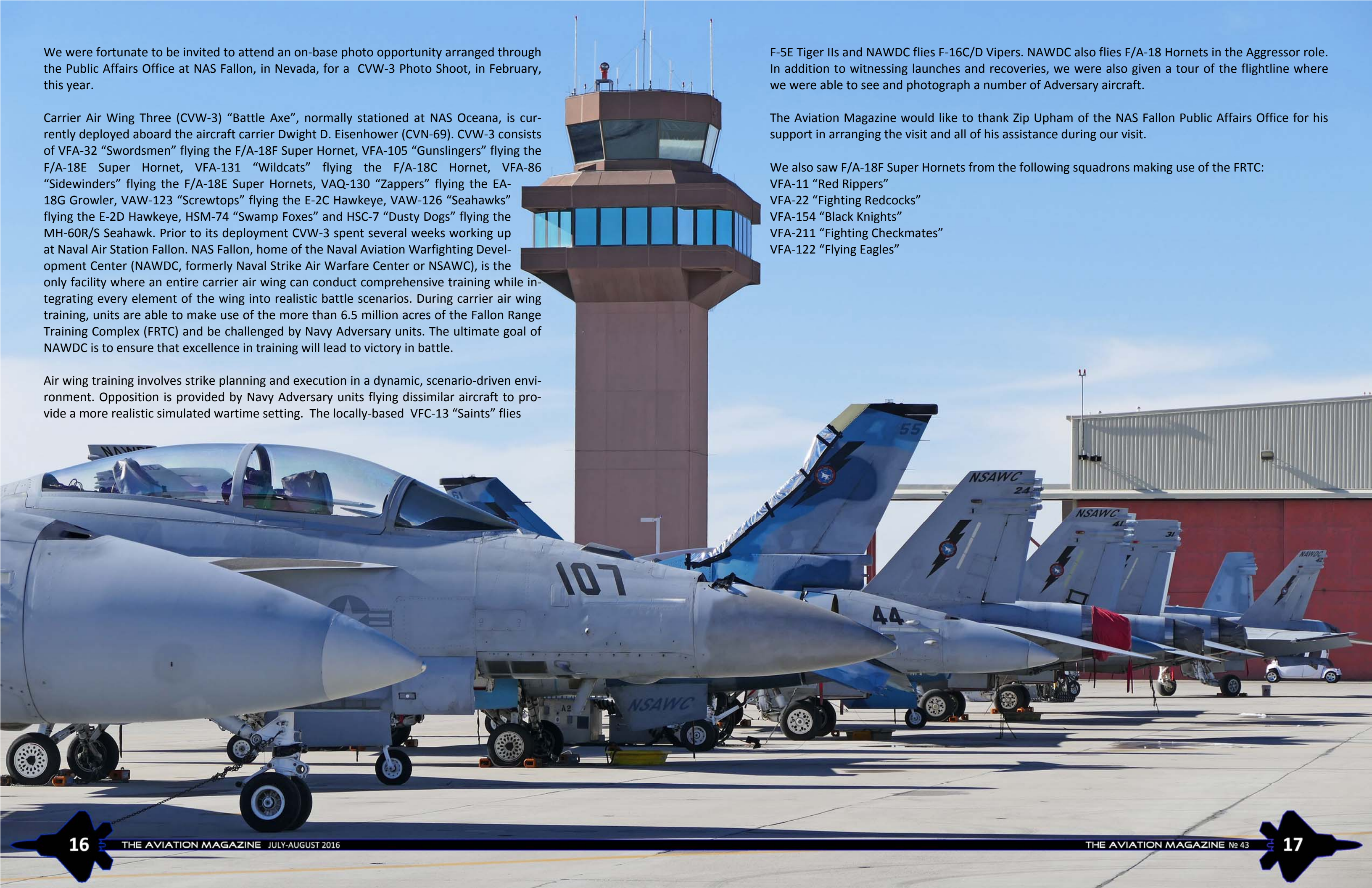
Air wing training involves strike planning and execution in a dynamic, scenario-driven environment. Opposition is provided by Navy Adversary units flying dissimilar aircraft to provide a more realistic simulated wartime setting. The locally-based VFC-13 "Saints" flies

F-5E Tiger IIs and NAWDC flies F-16C/D Vipers. NAWDC also flies F/A-18 Hornets in the Aggressor role. In addition to witnessing launches and recoveries, we were also given a tour of the flightline where we were able to see and photograph a number of Adversary aircraft.

The Aviation Magazine would like to thank Zip Upham of the NAS Fallon Public Affairs Office for his support in arranging the visit and all of his assistance during our visit.

We also saw F/A-18F Super Hornets from the following squadrons making use of the FRTC:

- VFA-11 "Red Rippers"
- VFA-22 "Fighting Redcocks"
- VFA-154 "Black Knights"
- VFA-211 "Fighting Checkmates"
- VFA-122 "Flying Eagles"







F-16D Fighting Falcon of the NAWDC above



F/A-18F Super Hornets of the VFA-32 "Swordsmen" above and below



F-5E Tiger IIs of the VFC-13 "Saints" in tiger stripes above and desert camouflage patterns



E-2C Hawkeye of the VAW-123 "Screwtops" below





# SEE YOU IN COMOX

REPORT AND PHOTOGRAPHY BY STEVE BIGG

If you're an air show fan in Canada, the town of Comox is the ideal place to get a pre-season air show fix. Especially if you're a fan of the Canadian Forces CF-18 Demonstration Team or the iconic Snowbirds. Fans of the CF-18 Hornet might think one of the CF-18 squadron bases located in Cold Lake, Alberta or Bagotville, Quebec would be ideal. But the late winter weather and the remote location of the bases and the training airspace works in Comox's favour. Fervent fans of the Snowbirds may suggest that their home in Moose Jaw Saskatchewan would be ground zero for enjoying seeing the team perform. But with all the RCAF and NATO pilot training activity at the base, the team mostly workup their show away from the airfield and of course it takes months of training before the team is flying in a 9 ship formation down at air show altitudes making for limited opportunities to actually see the team perform. So what makes Comox so special?

Every year Comox is treated to more than twenty-five performances by EACH team! And those performances are compressed into just a three week period making Comox a dream location for air show fans. Located on the eastern shore of Vancouver Island in British Columbia Comox is home to the RCAF's 19 Wing. The air base is home to 407 Long Range Patrol Squadron who fly the CP-140 Aurora and 422 Transport and Rescue Squadron who fly the CC-115 Buffalo and CH-149 Cormorant. In April each year both the CF-18 Demo Team and the Snowbirds head to Comox and share the base for a roughly three-week period for their final practice flights before heading out on the air show circuit.

There are several reasons that make Comox an ideal location for the teams to complete their final preparations. Possibly the most significant is that the air base is located on the shore of the Strait of Georgia that separates Vancouver Island from mainland British Columbia. This allows the teams to practice their

high, low and flat routines both over land and water. Many of the shows the teams fly at are waterfront shows and practicing over the water to get used to the challenges these shows present is necessary for both teams. The pace of normal operations at 19 Wing is a factor as it allows for the teams to take over control of the airspace 4 times a day so they can practice their routines. It also doesn't hurt that the weather is typically warmer than the team's home bases at this time of year making conditions for all the maintenance work, that is largely done outside as it will be at air shows, can be completed in reasonable conditions.

The base also has a fantastic location for the public to be able to watch the training performances called Air Force Beach. Watching the over water shows from this location spectators are graced with a backdrop of snow-capped mountains on the mainland making it one of the most picturesque air show viewing locations I've ever experienced. But the most unique aspect of Air Force Beach is related to the shows performed over the base itself. At shows throughout North America, when a performance is under way, the area below the air show airspace (the "box") is no man's land. No one is allowed in this space and the show has to be stopped if someone enters it. That is everywhere except Comox. During the show performances over the base, Air Force Beach is actually located under the box providing some exceptional and unique views of the performances that can't be seen anywhere else.







*Snowbirds*









# FRISIAN FLAG 2016

Report and photography by Ralf Peter Walter



Tornado GR4s of the Royal Air Force No. 9 Sqn

From April 11th to 22nd about 70 aircraft from nine countries – Belgium, Finland, France, Germany, Great Britain, Norway, Poland, The Netherlands, United States, participated in Frisian Flag, being the largest air-to-air and air-to-ground multinational NATO exercise in Western Europe this year. The exercise takes place annually and is host by the Royal Netherlands Air Force at its Leeuwarden AB close to the North Sea.

Frisian Flag focuses on flying multi-national, large scale composite air operations (COMAO). The missions are carried out in high threat, electronic warfare and complex environments and are supported by AWACS and tanker aircraft. The challenge is not only planning, conducting and debriefing these missions, it is also managing different levels of skills and language along with a wide range of performance parameters of the participating types of aircraft. First time at Frisian Flag were British Tornados from RAF Marham and French Mirage 2000D based at BA 133 Nancy-Ochey, both contributing their expertise in air-to-ground warfare to the exercise. The US Air National Guard (ANG) sent eight F-15 Eagles from the 131st Fighter Squadron, Massachusetts ANG and the 194th Fighter Squadron from the California ANG. Both units, under the designation of the 131st Expeditionary Fighter Squadron are part of the Operation Atlantic Resolve. They operate as theater security package (TSP) and conduct training with NATO allies and partner, in order to strengthen interoperability and demonstrate U.S. commitment to Europe. They will stay in Europe for several weeks.





F-15C USANG 131st FS from Massachusetts



F-15C USANG 194th FS from California



F/A-18Cs Finnish Air Force HävLv 31







C295M - FinAF - TukiLL - 1 Flight



EF2000(T) - GAF - TaktLwG 31



F-16AM - BAF - 10 Wing



F-16C-52CF - PoIAF 31 BLT - 6 elt



M-28BPT - PoIAF - 8.BLTr (12.el)

Mirage 2000D - FAF ETD04.003





# 2016 MARCH FIELD AIRFEST: THUNDER OVER THE EMPIRE

Article & Photography by Geoffrey Arnwine

For the first time since 2012, the March Field Airfest known as Thunder Over The Empire made its return in 2016. The biennial event at March Air Reserve Base took place on April 16-17, the week of the Air Force Reserve's 68th birthday. The major headline for the show was the United States Air Force Thunderbirds who are into their fifth show of their season. What makes this air show venue so unique is the March Field Air Museum that's located on the opposite side of the base. The museum side gives photographers many advantages including better sun lighting, a more scenic background with the mountains, and a closer distance to the runway.

Gates opened at 9:00 a.m. and there were many ground activities open for the public to view before the show started. There were plenty of static aircraft on display including a wide variety of U.S. Air Force aircraft and local warbirds from the Planes of Fame Air Museum and Commemorative Air Force. Other ground displays included the incredible Robosaurus and recruiting stations with various activities for the crowd.

Flying activities opened with the National Anthem. Jumping during the anthem were the Canadian Forces Skyhawks Parachute Team who started their season by taking the place of the Lucas Oil Jump Team who were forced to cancel their appearance at the Airfest. Once the Skyhawks finished their outstanding routine, the aerial performances officially started. The show featured a nice variety of aerobatic performers including the world renowned Matt Chapman in his Extra 330LX sponsored by Embry Riddle and Jon Melby in his Muscle Pitts who proudly supports our American Veterans. Other aerobatics included Vicky Benzing in her vintage Boeing Stearman biplane and Kent Pietsch in his Jelly Belly Interstate Cadet.

In addition to the solid performer lineup was a vast array of warbirds taking to the sky. This included formation flights by the March Aero Club T-34 Mentors and the Red Eagles team in their Yak-52 trainer aircraft. The show featured a trainer parade consisting of the L-29 Delfin, T-6 Texan, C-45 Expeditor, PT-22 Recruit, and PT-19 Cornell. The Commemorative Air Force offered a great performer lineup which included a demonstration with the P-51 Mustang, F6F Hellcat, F8F Bearcat, Spitfire, and A6M

Zero along with the C-53 Skytrooper known as "D-Day Doll" which dropped a group of parachuters simulating a jump routine for soldiers during D-Day. One of the rarest performances in the warbird lineup was the Northrop N9M Flying Wing provided to the show courtesy of the Planes of Fame Air Museum. John Collver performed in his SNJ Texan known as the "War Dog" and even challenged Bill Braack in a race with his Smoke 'n' Thunder Jet Car.

One of the top highlights of the show was the superb lineup of jet performers. Representing Team March in the air was the C-17 Globemaster III and KC-135 Stratotanker both making flybys in front of the crowd. On Saturday, the show featured an F-16 Fighting Falcon from the South Dakota Air National Guard making a takeoff for an alert mission. In addition to the modern jet aircraft in the Air Force inventory, the show included classic demonstrations by the T-33 Shooting Star "Ace Maker II" flown by Greg "Wired" Colyer, a T-39 Sabreliner paying tribute to the legendary Bob Hoover, and the Bitcoin L-39 Albatross. Another great highlight was a Korean War re-enactments with the F-86 Sabre and MiG-15 Fagot both from Planes of Fame. An F/A-18 Super Hornet from VFA-122 was originally going to perform a tactical demonstration but due to scheduling conflicts, the team was forced to cancel.

Concluding the 2016 Airfest was the United States Air Force Aerial Demonstration Squadron known to the world as the Thunderbirds. It's the third show of the year for the team in their full 6-ship demonstration since the team's Lead Solo made his return from a minor medical issue. Throughout their entire performance, the Thunderbirds amazed the crowd of the Inland Empire with their incredible formations, high speed sneak passes, and remarkable precision.

After the flying events came to a close, the crowd was able to continue visiting the static aircraft and ground activities before the gates closed at 5:00 p.m. Special thanks goes to the active duty and reserve airmen, volunteers, performers, and sponsors who helped make the 2016 March Field Airfest: Thunder Over The Empire happen.







Supermarine Spitfire MK XIV with a North American P-51D Mustang



March Aero Club T-34 Mentor Formation Flight



Greg Colyer T-33 Shooting Star "Ace Maker II", above  
C-17 Globemaster III from March AFB, below









# Meeting in Stuttgart, Germany

Photo report by Ralf Peter Walter



Boeing E-4B-BN Advanced Airborne Command Post, aka "Nightwatch"



May 4th, 2016 - Defence Ministers from countries contributing the largest forces to the Global Coalition fighting against the Islamic State of Iraq and the Levant (ISIL) met in Stuttgart, Germany at the U.S. European Command (EUCOM).

The Counter-ISIL meeting, hosted by the U.S. Secretary of Defence Ash Carter, allowed the ministers to assess the state of the campaign, receive details on the latest steps the U.S. is taking to accelerate ISIL's defeat and identify additional capabilities the coalition may need in the future.



BAe 146 CC2 RAF



Challenger CL-604 RDAF



Dassault Falcon 900B BAF



Challenger CC-144B RCAF



Bombardier Global 500 GAF





# PLANES OF FAME AIRSHOW

Report and photography by Norman A. Graf additional photography by Geoffrey Arnwine

This year's Planes of Fame Airshow commemorated the 75th Anniversary of Pearl Harbor with two Zeros and five Warhawks in attendance. In all, nearly 50 aircraft performed for the record crowds of 35,000 and many more planes were on static display. In addition, over a dozen veterans shared their wartime experiences in panel discussions. The F-16 Viper Demo Team provided lots of modern jet excitement and participated in three different Heritage Flight configurations. Civilian and warbird aerobatic performances rounded out the aerial entertainment.

The Planes of Fame Airshow was selected by The Aviation Magazine as the Best Air Show of 2015, so expectations were high as this show approached. Except for less-than-stellar weather on Saturday, the show did not disappoint. Last year's Friday night Twilight Show was such a success that it was repeated this year, drawing even larger crowds. On Friday, the Viper Demo Team put on two tactical demonstrations, with Major Craig Baker really tearing up the sky. The afterburner was especially visible as the sunlight began to fade during "Rocket"'s second demo. Unique to the Twilight Show was the Golden Age of Aviation flight, featuring civilian and military aircraft from the interwar years. This year's flight was much expanded, including more than two dozen vintage aircraft, all flying during the "Golden Hour" of sunlight. One of the highlights was a beautiful polished-metal Lockheed Electra.

The flying schedules on Saturday and Sunday were roughly the same, varying only slightly to take Saturday's weather into consideration and accounting for mechanical difficulties. The N9MB Flying Wing only flew on Sunday, for instance. The gates opened at 08:00 and flying started at 10:40. This left barely enough time to view the scores of aircraft on static display before the hot ramp was closed off. However, spreading the viewing over the three days left ample time to investigate each plane in detail. The Veterans' Panel also took place in the morning. Over a dozen World War II veterans were invited to share their wartime experiences with the audience. The discussions were broadcast over the PA system, so could be listened to while enjoying the static displays, but I find it rewarding to listen to the veterans in person. Several of the veterans had authored books and were autographing copies.

Each day's flying began with a re-enactment of the attack on Pearl Harbor. The museum's own A6M5 Zero, flying for the first time since returning from its tour of Japan, was joined by the Commemorative Air Force's Zero to fly against several P-40 Warhawks. After the dogfights concluded, all five of the P-40s in attendance joined up for a Missing Man flyby. It's a very rare sight to see that many Warhawks together, let alone flying in tight formation.







The European Theater aircraft flight featured fly-bys by many of the thirteen P-51 Mustangs in attendance, two P-40 Warhawks, P-63 King Cobra, P-38 Lightning, two Spitfires and a P-47 Thunderbolt. A lone FW-190 represented the Axis powers. Joining the fighters were a B-25J Mitchell and two C-47s. The two Skytrains were flown in such a spirited manner that the Chino crowd, used to amazing sights, let out a collective shout of “Woah!” as the pilots banked hard, putting the large cargo aircraft up on a wing.

A Vietnam War aircraft flight demo had appeared on earlier schedules, but did not materialize. However, the Korean War air battle demonstration was as good as ever. Starting off with propeller aircraft (Sea Fury, Yak-3, F4U Corsair, AT-6 and P-51) it soon turned into a jet dogfight featuring a matchup between the iconic F-86 Sabre and MiG-15 Fagot. The museum’s T-33 Shooting Star joined in a final tight formation flight of these vintage ‘50s jets.

For the first time ever, the show featured a number of aircraft from the Texas Flying Legends Museum: FM-2 Wildcat, TBM-3 Avenger, P-40K Warhawk “Aleutian Tiger”, B-25J Mitchell “Betty’s Dream”, P-51D Mustang “Dakota Kid II” and Spitfire MkIX “Half Stork”. They had made their SoCal debut at the LA County Air Show earlier in the month but put on an even more impressive demonstration of formation and individual aerobatic demonstrations in Chino. Hopefully this trend continues in future shows.

The afternoon’s Navy flight featured several Grumman ‘Cats: an F6F Hellcat, F7F Tigercat and F8F Bearcat. Joining them were the Hawker Sea Fury, TBM Avenger, two Corsairs, an SBD Dauntless and a B-25J Mitchell.

Interspersed with the warbird flights were a number of individual aerobatic performances, both civilian and military. The show featured “civilian” aerobatic performances by Sean D. Tucker in the Oracle Challenger III biplane, Kent Pietsch in the Interstate Cadet and Rob Harrison in the Zlin 142c. Warbird aerobatics were performed by Dennis Sanders in the Hawker Sea Fury, John Collver in his North American AT-6 Texan “War Dog,” Stew Dawson in the F7F Tigercat “Here Kitty Kitty!” and Jim Beasley in the P-51D Mustang “Wee Willy II.” Bridging the divide were the Granleys, Bud and Ross, flying a beautiful formation aerobatic sequence in their Yak-18 and Yak-55.

After back-to-back performances by the F-22 Raptor Demo Team the previous two years, this year’s show featured the F-16 Viper Demo Team. Major Craig Baker showed the crowd what this fighter jet is capable of, making multiple high-speed passes and wringing an incredible amount of vapor out of the sky during high-g maneuvers such as the minimum radius turn. The Viper may be getting old, but it is still a highly capable and lethal fighter jet. “Rocket” also flew in three distinct Heritage Flight formations during the weekend, including the only four-ship flights scheduled for this year.

We would like to thank Jerry Wilkins for arranging the media access and to the many pilots, sponsors, staff and volunteers who, once again, made this air show such a success.

Airboss Jim “JD” Dale and Assistant Airboss Robert “Bob” Lewis were responsible for keeping the aircraft on schedule, with Announcer Kevin Thompson providing the narration. Color commentary was provided by Rob Reider (for the Texas Flying Legends Museum) and Jon “Huggy” Huggins.

- The Northrop N9M Flying Wing, is an approximate 1/3 scale, 60-ft wide, all-wing aircraft used for the development of the full size, Northrop XB-35 and YB-35 flying wing, left main image.
- Major Craig Baker of the F-16 Viper Demo Team, right bottom.







© 2016 Geoffrey Arnwine

(2) Ryan PT-22 Recruits and a Boeing PT-17 Stearman



Focke-Wulf FW-190 Würger and Republic P-47 Thunderbolt "Razorback"



© 2016 Geoffrey Arnwine

Boeing P-26A Peashooter and a Boeing PT-17 Stearman



Douglas A-26 Invader "Silver Dragon"



Patches



Challenge Coins



Zap Stickers



T-Shirts



Ceramic Mugs



Briefing Sticks



Custom Aircraft Models



Tail Flashes



# VICTORY DAY PARADE IN MOSCOW

Photography by István Kelecsényi report co-written by István Kelecsényi and the Editor

On May 9, 2016 Russia celebrated the 71st anniversary of Victory in WWII with a large military parade. The parade consisted of a large number of Army, Navy personnel as well as an all female squadron marching proud by the Red Square. In total the best-of-the-best 10,000 Russian service personnel paraded, alongside 135 military vehicles and 71 aircraft. Although this year's parade was somewhat smaller than the 70th anniversary in 2015 which featured more armored vehicles. Nevertheless, one could see their latest anti-ballistic as well as anti-aircraft defensive system such as the Tor2 MU (NATO "SA-15 Gauntlet"), Pantsir S1 ("NATO SA-22 Greyhound"), Buk-M2 Telar (NATO "SA-17 Grizzly") and the S-400 Triumph (NATO "SA-21 Growler").

The flyby of different types of aircraft was of course the highlight for those who enjoy aviation. Starting with the rotary wing Mi-26 (NATO reporting name "Halo") transport escorted by four Mi-8AMTS (NATO "Hip") assault helicopters, followed by echelons of Mi-28, (NATO "Havoc") Ka-52 (NATO "Hokum B") and Mi-35M (NATO "Hind E") which were used in Syria. This was followed by a single IL-76MD90 (NATO "Candid"), seen for the first time in a public display, strategic airlifter the upgraded version of the IL-76MD of which three flew in formation. The AN-124-100 (NATO "Condor") the largest military transport flew over the spectators too. Various bombers followed among them; three Tupolev Tu-95 (NATO reporting name "Bear") four-engine turbo-prop-powered strategic bomber and missile platform, as well as several Tu-22M3 (NATO "Backfire C"), the highlight of course of the bombers were the solo flyby of an Ilyushin Il-78 (NATO "Midas") is a four-engined aerial refuelling tanker based on the Il-76 that simulated aerial refuelling with the largest and fastest supersonic, variable-sweep wing heavy strategic bomber the Tupolev Tu-160 aka White Swan (NATO "Blackjack") in the world. (Looks like the American B-1B but about 25% larger).

The bombers were followed by several echelons of fighters that included the MiG-29 (NATO "Fulcrum") version 9.19 SMT and 9.53 UB but not the MiG-29K/KUB currently in service with the Russian Navy or the export M2 version. They were followed by the MiG-31M (NATO "Foxhound"), as well as the battle tested Su-24M (NATO "Fencer") and Su-34 NATO "Fullback") tactical bombers were the main force of the Syrian operation. Additional echelons included a mixture of several types such as the Su-27MSz (NATO "Flanker") Su-30M (NATO "Flanker-C"), and Su-35 (NATO "Flanker E"). From Kubinka two aerobatic teams, the Swits with their six MiG-29UBs and the Russian Knights four Su-27Ps and two Su-27UBs performed deploying flares over the Red Square for a spectacular sight. The air display ended with flyby of several Su-25 (NATO "Frogfoot") close support aircraft in formation deploying tri-colored smoke in the colors of the Russian Federation.

If you can be in Moscow in May, it is certainly a very worthwhile parade and flyby to see which never disappoints, we highly recommend it.







**MIL MI-26 [NATO "HALO"] & MI-8AMTS [NATO "HIP"] OVER THE KREMLIN  
THREE TUPOLEV TU-95 [NATO "BEAR"] BELOW**



**ILYUSHIN IL-76MD90 [NATO "CANDID"] ABOVE  
A SINGLE TUPOLEV TU-95 [NATO "BEAR"] BELOW**







ILYUSHIN IL-78 (NATO "MIDAS") AERIAL REFUELLING DEMO ABOVE WITH THE TUPOLEV TU-160 AKA WHITE SWAN (NATO "BLACKJACK") BELOW

THREE TU-22M3 (NATO "BACKFIRE C" ) OVER THE KREMLIN ABOVE SU-27MSZ (NATO "FLANKER") SU-35M ("FLANKER-C"), AND SU-35 ("FLANKER E") BELOW





THE SWIFTS & THE RUSSIAN KNIGHTS  
DEPLOYING FLARES OVER THE RED SQUARE

SIX SU-25 (NATO "FROGFOOT") DEPLOYING TRI-COLOR SMOKE

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# La Ferté-Alais Air Show

Report and photography by Christopher Mifsud

La Ferté-Alais is located just north of Cerny, France. The Champ d'Aviation de Cerny is home to the Amicale Jean-Baptiste Salis (AJBS) collection and hosts an annual air show over Pentecost weekend.

La Ferté-Alais aerodrome is furnished with a grass strip hence it can only operate aircraft within a defined and restricted band. The aerodrome has no fixed control tower either. The descriptive term 'Le temps des Hélices' translates into 'the age of propellers' but the air show itself boasts more than propeller driven planes and helicopters, jets are also invited but provided that they do not need to land there as part of their display routine.

This year's event was held over the weekend of the 14<sup>th</sup> and 15<sup>th</sup> May 2016 and comprised of over 100 aircraft of which around 80 flew on each day.



Junkers Ju-52/3m landing  
Boeing PT-17 Kaydet / Stearman taxiing

The show started off in silent reflection - A fitting tribute to a former airline, aerobatic display and warbird pilot, Marc 'Leon' Mathis, who on November 14th 2015, aged 68, while test-flying a ULM (experimental motorised ultralight plane) died after a crash near Strasbourg Airport

We were there on the Saturday. At €25 per person the entrance cost is average for a show of this size and well worth every cent in my opinion. Parking is provided free on site and close to the main entrance gate. I think that the only real issues we had were the abundance of soggy mud practically everywhere we stood and the fact that our pre-booked taxi was not allowed to enter the site again from the motorway to pick us up after the show was over. But the Staff are very helpful and I must take this opportunity to thank the Dassault representative who very kindly gave us a lift out to the motorway to meet our taxi again.

Participating aircraft included various Texans which performed a Tora! Tora! Tora! re-enactment complete with pyrotechnics; the Patrouille de France aerobatic team; three French Navy Rafale M and one Air Force Rafale C; Securite Civile water-bombers and an EC145 demonstration; a Spitfire LF Mk VB from TFC and AJBS's own P-51D; a DH trio comprising of a Dragon, a Tiger Moth and a Chipmunk; a PBY Catalina; a duo comprising of a T-28A Fennec and OV-10 Bronco for the 'Good morning Vietnam' section; a French Air Force Transall, a Belgian Air Component Sea King Mk 48; two Ju-52/3m, a Storch and a Bestmann for the Luftwaffe display; a restored Breguet Alizé and a French Navy Breguet Atlantic amongst others.

EADS's Red 7 Messerschmitt Bf109G-4 Gustav went tech the day before the show. On Saturday a number of flight-pioneering aircraft such as the Bleriot XI were not cleared for flight because of conditions on the ground and at times strengthening winds. Two Skyraiders which were meant to fly with the 'Vietnam' section were also grounded on the day.

After some basic revision in the French language before travelling out to the show, I found it very easy to converse with French enthusiasts and photographers. This was my very first time attending an air show in France and I returned to Malta with a very good impression. I would recommend France and 'Le Temps des Hélices' at La Ferté-Alais very highly.







de Havilland DH.84 Dragon, top right  
de Havilland DH.82 Tiger Moth, mid left  
Dassault Rafale M, bottom left  
North American Rockwell OV-10 Bronco, bottom right







Bombardier CL415 Canadair side-by-side with the Grumman TS-2A/Conair Turbo Firecat top  
 Grumman TS-2A/Conair Turbo Firecat water bombing demonstration, bottom left  
 Corsair International Boeing 747-400 flyby





North American P-51D Mustang, top left  
 North American NA-68, top right  
 Bücker Bü 131 Jungmann middle  
 Beech D18S (Twin Beech), mid right  
 North American T-6G Texan bottom left  
 Zero replica, bottom right





# AIRPORT SPOTTING

Images and locations as noted



(2) Irish Ryanair Boeing 737-8AS above, Slovak Travel Service Boeing 737-800 middle, and TNT Airways Boeing 737-4Y0(SF) cargo bottom, all at Malta International Airport, MLA images by Ray Biagio Pace.





# La Ferté-Alais Air Show

Additional Images by István Kelecsényi



Spad XIII above, and Fokker DR.1 below



# POWER IN THE PINES 2016

Open House & Air Show Joint Base McGuire - Dix - Lakehurst

Report and photography by Brian R. Veprek







Northrop B-2 Spirit of Mississippi

On a beautiful weekend in May, the Joint Base welcomed the USAF Thunderbirds, Breitling Jet Team, GEICO Skytypers and other aerial artists demonstrating their piloting skills and the strength of their machines. This free show was expected to draw nearly 500,000 visitors up from 300,000 in 2014.

Located 18 miles southeast of Trenton, New Jersey, this 42,000 acre base is home to more than 80 mission partners and 40 mission commanders. The base is home to the 87th Air Base Wing responsible for installation management support to 3,933 facilities. More than 44,000 airmen, soldiers, sailors, marines, coast guardsmen, civilians and their families live and work on and around the base.

The gates opened promptly at 9am and due to the increasingly tense terrorist environment security was extremely tight - the tightest I've ever seen. After going through a metal detector every one of my bags was thoroughly searched and tagged. I was informed that any bag missing its tag would be confiscated.

During the two hour wait before aerial demonstrations began at 11:00am, visitors had the opportunity to get up close to many of our prized aircraft including:

- B-1B Lancer - The B-1B Lancer is one of the most intimidating bombers in the world. This aircraft has a top-speed of 1.25 Mach and can carry a payload of 150 tons.
- C-5 Galaxy - The largest aircraft in our inventory, the C-5 is capable of transporting combat ready troops, support and supplies to any location in the world. Only the C-5 can airlift our largest and heaviest weapons and military vehicles. The C-5's has been the backbone of our military for nearly 50 years with its first flight taking place in 1968.
- F-22 Raptor - Introduced into our military arsenal in 2005, the fast, agile and stealthy F-22 Raptor is taking over the air superiority role with the Air Combat Command. This \$150 million aircraft was designed primarily as an air superiority fighter, but also has ground attack, electronic warfare, and signals intelligence capabilities.

- MQ-9 Reaper - Referred to as the "Predator on steroids, the Reaper was introduced in 2007 as the advanced version of the Predator. Used primarily by the USAF, U.S. Customs and Border Protection, Royal Air Force, and Italian Air Force, the Reaper is an unmanned, high-altitude aircraft designed to perform a variety of missions such as reconnaissance, surveillance, targeting and weapons delivery to scientific research. It can be operated remotely anywhere in the world from its base, Creech AFB, located in Las Vegas.
- B-52 Stratofortress - The B-52 has been successfully in service with the USAF since 1955. It's esteemed history includes dropping the first thermonuclear weapon in 1956; setting the 1958 world speed record of 597.675 mph over a 5,000 kilometer closed circuit; setting the world distance record in 1962 by flying unrefueled for 12,532.28 miles. It was operational during the Cold War, Vietnam War, and in 1991 seven B-52's from Barksdale AFB headed to the Persian Gulf, launching 35 cruise missiles against key Iraqi targets to initiate Operation Desert Storm.
- C-130 Hercules - Developed in 1954 by Lockheed Martin, the C-130 is the world's most popular and widely-used turbine-powered heavy transport. It is used by all branches of the U.S. military as well as units in 63 foreign countries. More than 30 versions of the C-130 have been built over the years with sales of over 2,050 aircraft.

At 11:00am flight demonstrations began with the Golden Knights skydiving performance while our National Anthem was playing. After landing successfully on the ground with our American flag in hand a Marine Air-Ground Task Force otherwise known as MAGTF performed a demonstration of their battle skills. A aerial refueling flyby was performed by a KC-10 Extender and C-17 Globemaster demonstrating how we manage to control the skies by keeping our aircraft where we need them - in the air.

It was a true treat to see the B-2 Spirit fly. Introduced by the USAF in 1997, the B-2 bomber can, with one refueling, reach targets anywhere in the world from its base at Whiteman AFB in Missouri. The B-2's thin, wing shape provides stealth characteristics that allow it to defeat sophisticated radar defenses to reach its targets. A C-130 Hercules was involved in a personnel air drop demonstration and a C-17 Globemaster performed an assault landing - landing in a 500-ft area on the runway. Since 2003, civilian pilots that make up the Breitling Jet Team have been pleasing crowds with the aerobatic stunts. Based in Dijon, France, the seven pilot team flies L-39 Albatros jets. A fan favorite, the F/A-18F Super Hornet wowed the crowd with its maneuvers. This supersonic strike fighter serves the US Navy and Royal Australian Air Force from aircraft carriers and bases ashore. It has a top speed in excess of Mach 1.8 and can carry air-to-air missiles and air-to-surface weapons.

The GEICO Skytypers aerobatic team perform stunts using SNJ-2 World War II-era planes. They are called Skytypers because they perform low-level maneuvers while creating aerial smoke messages. In May 2016, they performed a missing man formation at the Jones Beach, New York Air Show for pilot, Bill Gordon, who died the day before in a P-47 crash into the Hudson River.

And to end the show, the USAF Thunderbirds once again showcased some of our finest Air Force pilots. Operating out of Nellis AFB in Las Vegas, fly F-16 Fighting Falcons (also referred to as Vipers) which were introduced in 1978 as a all-weather multi-role aircraft focusing on air superiority as a fighter with an internal M61 Vulcan cannon and 11 locations for mounting weapons and other mission equipment.



Breitling Jet Team's L-39s first two images, and C-2 Greyhound, the last.





Nose art of the B-1B Lancer

USAF Thunderbirds, below



Breitling Jet Team, above and the C-17 Demo below







**CFB Borden** hosted its biennial Canadian Armed Forces Day and Air Show on Saturday June 11 and Sunday June 12, 2016.

There were an extensive number of military ground displays, army vehicles, Forward Operating Base and an Air Show featuring the Canadian Forces Snowbirds, CF-18 Hornet Fighter Jet, the Canadian Forces SkyHawks Parachute Team and additional civilian performers that included:

- Jacquie B Airshows – Extra 300 - Extreme Aerobatics
- Canadian Harvard Aerobatic Team – 4 Plane Formation Aerobatics
- Waterloo Warbirds – Vampire
- Gord Price - YAK-50
- Manfred Radius – Sailplane
- Trevor Rafferty – The Javelin – Solo Aerobatics,
- Lysander and Canadian Air Cadets

The images shown in this brief article were taken on Media Day at the Simcoe County Regional Airport and at CFB Borden, due to technical issue with my car, I could not attend on Saturday or Sunday.

I would like to thank Captain Rob Bungay, Public Affairs Officer, Canadian Forces Base Borden and Major Holly-Anne Brown, CF-18 Demo Team PA, for their warm hospitality and providing excellent access.







3 Wing Team: Captain Greg Mendes, Cpl Frédérick Leclerc, SGT Daniel Paré, Captain Ryan "Roid" Kean, MCpl Marc-André David and Cpl Steeven Maltais



3e Escadre / 3 Wing Bagotville

4 Wing / 4e Escadre Cold Lake

LE PLAN D'ENTRAÎNEMENT AÉRIEN DU COMMONWEALTH BRITANNIQUE  
**BCATP**  
BRITISH COMMONWEALTH AIR TRAINING PLAN

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Jacque B Airshows – Extra 300 - Extreme Aerobatics, above and below and enjoying the show inset.



Gord Price in his YAK-50 performing above de Havilland DH 115 Vampire from Waterloo Warbirds below







- Westland Lysander top left
- Canadian Harvard Aerobatic Team in formation bottom left and a single Harvard top right
- CH-147F Chinook, bottom right, it was used as the jump platform by the Skyhawks during the air show







# Snowbirds





# GREAT LAKES INTERNATIONAL AIRSHOW 2016

Review and photography by László Nyári

After several years of absence, the Great Lakes International Air Show was back for 2016, in St. Thomas, Ontario. While the scope of the event was much smaller in scale than previous shows, it was still well worth the visit for any air show enthusiast from south-western Ontario. Even the weather cooperated as it was nice and sunny on both days.

The main attractions for the event were the Snowbirds, and the CF-18 Demo Team. For a change, the Snowbirds started off the show, this was a refreshing change, as they are usually the ones to finish off the shows as the last attraction but at St. Thomas for this year it was the CF-18.

The CF-18 Hornet for 2016 has a historic paint scheme, celebrating Canada's greatest contribution to the Allied victory during WWII -- the British Commonwealth Air Training Plan (BCATP). Since there were several trainers from the era, which are featured on the tail fins of the CF-18, I approached the Air Show Director, Airport Manager and the PA officer of the CF-18 with an idea, to have a Harvard placed beside the Hornet for a photo opportunity.

On Saturday after the show this idea became a reality. Just before the official show start, the Orange AgustaWestland AW139 flew in for a short visit, but took off just after the show started with Snowbirds. Pete McLeod followed with an amazing display in his Red Bull Edge 540 aerobatic aircraft, which is quite

different than the one he uses during the Red Bull Air Race. He also flew against Rick Kopp's the Pyro Jet Truck, powered by a Westinghouse J34-WE-48 Turbojet engine from a T-2 Buckeye, producing 12,000 HP and 6,000 lbs. of thrust. The jet powered truck was huffing and puffing like a dragon, bellowing out lot smoke from unburned fuel, to win the race, the jet truck required a head start.

Several RCAF aircraft were invited for static display, but only the CF-18 and a CH-146 Griffon showed up, the CP-140 Aurora long-range patrol aircraft which was to arrive on Friday cancelled at the last minute. Thus the static displays were a bit sparse, unlike in previous years full of Canadian and American warbirds. A CC-130 Hercules did fly in for a short SAR display, dropping two SAR rescue personnel by parachute and then landing to pick them up, and left.

Four Harvards from Canadian Harvard Aircraft Associations, located nearby Tillsonburg, performed next led by Bill "Shep" Shepard. One of the Harvards developed a mechanical issue and had to land shortly, but the three other Harvards continued in an impressive three ship formation. Other historical trainer aircraft that flew were; the 1941 Stermann Model 75 "Kaydet", and the de Havilland Canada DHC-1 Chipmunk; The Chipmunk is a tandem, two-seat, single engined primary trainer aircraft which was the standard primary trainer for the Royal Canadian Air Force, Royal Air Force and several other air forces.





The BCATP logo displayed on the Snowbirds tail.



throughout much of the post-second World War years. Both aircraft were from the CH2A Canadian Historical Aircraft Association located in Windsor, Ontario; and lastly, the Fleet Finch biplane that was manufactured in Fort Erie. For those who do not like jet or piston engine sounds, Manfred Radius performed in his sailplane. Other performers included Kent Pietsch and the Jelly Belly plane that lands on a moving truck, and Tom Martin's EVO 1 Experimental aircraft.

There was a kid's zone, a beer garden, plenty of food and just as important portable sanitation were plenty and well dispersed. For adventure seekers helicopter as well as aircraft rides were available. The shows' MC was the well known Canadian Ric Peterson.

Over all it was an excellent air show, well worth the admission price.

Just as in 2013, I've found the hospitality of the organizers top notch, my thanks goes to all of the volunteers involved, especially to Jim Banman GLIAS President, Dale B. Arndt Airport Superintendent, Hugh Shields, Andrew Buttigieg, Media/Public Relations Director, and Al Rulton for the helicopter ride.





The Snowbirds flying ever so close, top left and #3 landing left bottom page. The spectators were up to 10 rows deep by the time the air show started, near the CF-18 static, top right image. The Ornge ambulance air service's AgustaWestland AW139 helicopter, right below.







Pete McLeod of Red Bull fame amazed the spectators with his spectacular flying skills



GREAT LAKES INTERNATIONAL  
**AIRSHOW**  
2016





Stearman N2S-2 Kaydet above, with the de Havilland Canada DHC-1 Chipmunk left below from CH2A Canadian Historical Aircraft Association, Windsor, Ontario. Fleet Finch biplane right bottom.





Bill "Shep" Shepard in the Harvard inset and in the main image from the Canadian Harvard Aircraft Association. Bill was the former President of the CHAA, currently he is the President of the CAF Red Tail Squadron, flying the P-51C Mustang "Tuskegee Airmen".



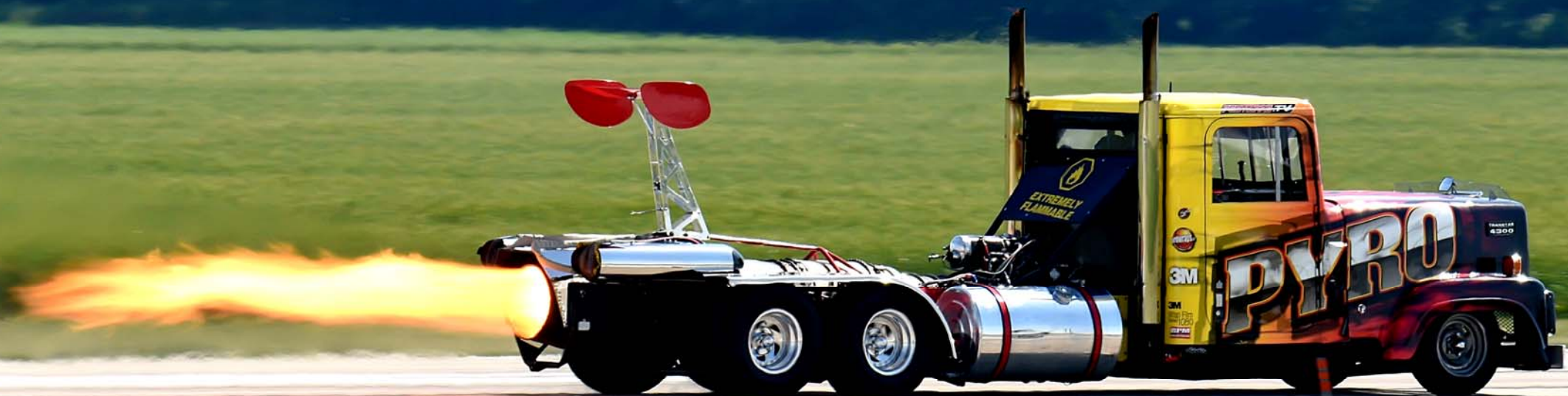


1. CC-130 Hercules flying in for a SAR Demo.
2. One of the two SAR parachutists.
3. Hugh Shields, the former Director of GLIAS helping out with the distribution of cold water to the volunteers.
4. Kent Pietsch in his Interstate Cadet landing on top of a moving truck.
5. North American T-28 Trojan taxiing for static display.
6. The one and only existing Dornier Do 27-H2 stored in the hangar for overnight.





# GREAT LAKES INTERNATIONAL AIRSHOW 2016











# 75TH ANNIVERSARY

## BRITISH COMMONWEALTH AIR TRAINING PLAN







GREAT LAKES INTERNATIONAL  
**AIRSHOW**  
2016





# GREAT LAKES INTERNATIONAL AIRSHOW 2016



## WARNING: Do not stay here if you want to eat...

by the Editor

I've travelled to many countries from my home located in Canada to Austria, Bahamas, Finland, France, Hungary, Russia, Slovakia, Switzerland, UK, and of course to the USA. Generally speaking I've always had good experiences in the hotels/motels I've stayed in, and if I had a concern about something, it was looked after by the front desk or manager to my satisfaction even in Russia. Hospitality as well as customer care are key factors when I decide as to which hotel I will stay in. If I received unreasonable service and when brought to the attention of management and if it wasn't solved to my satisfaction, I would not return to that particular hotel ever again, and if this goes for chain of hotels.

I try to book ahead as much as I can, carefully selecting on the convenience factors, does the hotel have internet access in the rooms and a restaurant on the premises or not. After a long 10-12 hour flight or drive and spending 8-12 hours in the sun visiting air bases or air shows carrying 30 plus pounds of camera equipment, while walking several miles all day gets tiring. When I check into a hotel I want to have a nice meal without trying to find a restaurant in an unknown city. In other words, I want to relax and enjoy a good steak and maybe have a beer or two, which I can't if I have to drive.

On my recent trip to GLIAS in St. Thomas, I've booked weeks ahead, making my decision on the aforementioned factors. Best Western Plus, Stoneridge Inn & Conference Center, at 6675 Burtwistle Lane, London, located just 12 km from the St. Thomas airport was the closest that met my criteria, as they had a decent restaurant: Pasto's Grill. After checking into the hotel, taking my camera gear and personal items to my room, I wanted to have a peaceful dinner. It didn't quite work out as planned.

The young blonde (15 year old under aged) hostess asked "Do you have a reservation"? When I told her "No I just checked in to the hotel" she told me quite rudely that I can't have dinner, as they are fully booked. Note this was at 5:45 pm, and only two tables were occupied by patrons, the place was essentially empty, if this would have been around 7 pm or later, I could have understood it. I've mentioned that I am not willing to drive around to find a steakhouse, as I am too tired spending 9 hours at the air show, not to mention the 3 hour drive early in the morning. I am a guest at the hotel, and my reservation was made based upon the fact that they have a restaurant in-house. She tartly informed me the only way I could eat, if I eat by the bar. Perched high on uncomfortable bar stools was not my idea. Anyhow, I sat by the bar and I've asked for the manager to see if I could get a table, since the place was just about empty. She was just as rude as her hostess informing me what did I expect after all it is Friday, and they are very busy, I should have known better! She informed that if I come back after 10:00 pm maybe they can find me a table! I wanted to be sleeping by that time and not to eat a late dinner. I had no choice and ordered a rib-eye steak. The waitress brought my steak on a huge plate that hardly fit on the bar countertop. When I complained that "this is ridiculous, the place is empty and I can't sit at table, their lack of hospitality will be mentioned to Best Western's HQ, in Phoenix Arizona". Furthermore "I will mention my experience in an international magazine of which I'm the editor of" she decided to act, by taking my plate to a booth near the back entrance to the restaurant, where I could eat properly. I received my bill at 6:36 pm, when I looked around at that time only three more additional tables were used by patrons from the twenty plus tables/booths available in total. In other words, they could have had avoided this incident, just by sitting me at one of the tables or booths in the first place.

While checking out from the hotel, I've complained about the lack of hospitality to the clerk. He gave me manager's business card, and told me that "this happened several times to the hotel guests in the past and to contact the manager". Upon returning home, there was a survey from Best Western HQ, in my e-mail in box. I've pointed out my lack of satisfaction in the survey. The following day I received a reply from the hotel's manager essentially stating that they were fully booked, and I was eventually given a table. It was very evident that being a guest of the hotel doesn't matter, or they care. I forwarded her reply to Best Western Corporate HQ, in Arizona. I've received a call from Arizona, with an apology and I was assured that this incident will be taken up by the management, as this incident did not reflect their corporate standards and expectation in handling a hotel's guest.

In conclusion based upon my experience: **I would not recommend Best Western Plus, Stoneridge Inn & Conference Center, at 6675 Burtwistle Lane, London, to anyone, nor will I ever stay there again.**



# THE AVIATION MAGAZINE

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



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