

THE AVIATION MAGAZINE

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No: 50 May-June 2017

Volume 8, Issue 3



- ✈ Helicopters of the Honolulu Fire Department
- ✈ Air Force One, Boeing VC-25
- ✈ Hellenic Open Days 2016
- ✈ Avalon 2017, Australia
- ✈ And so much more...



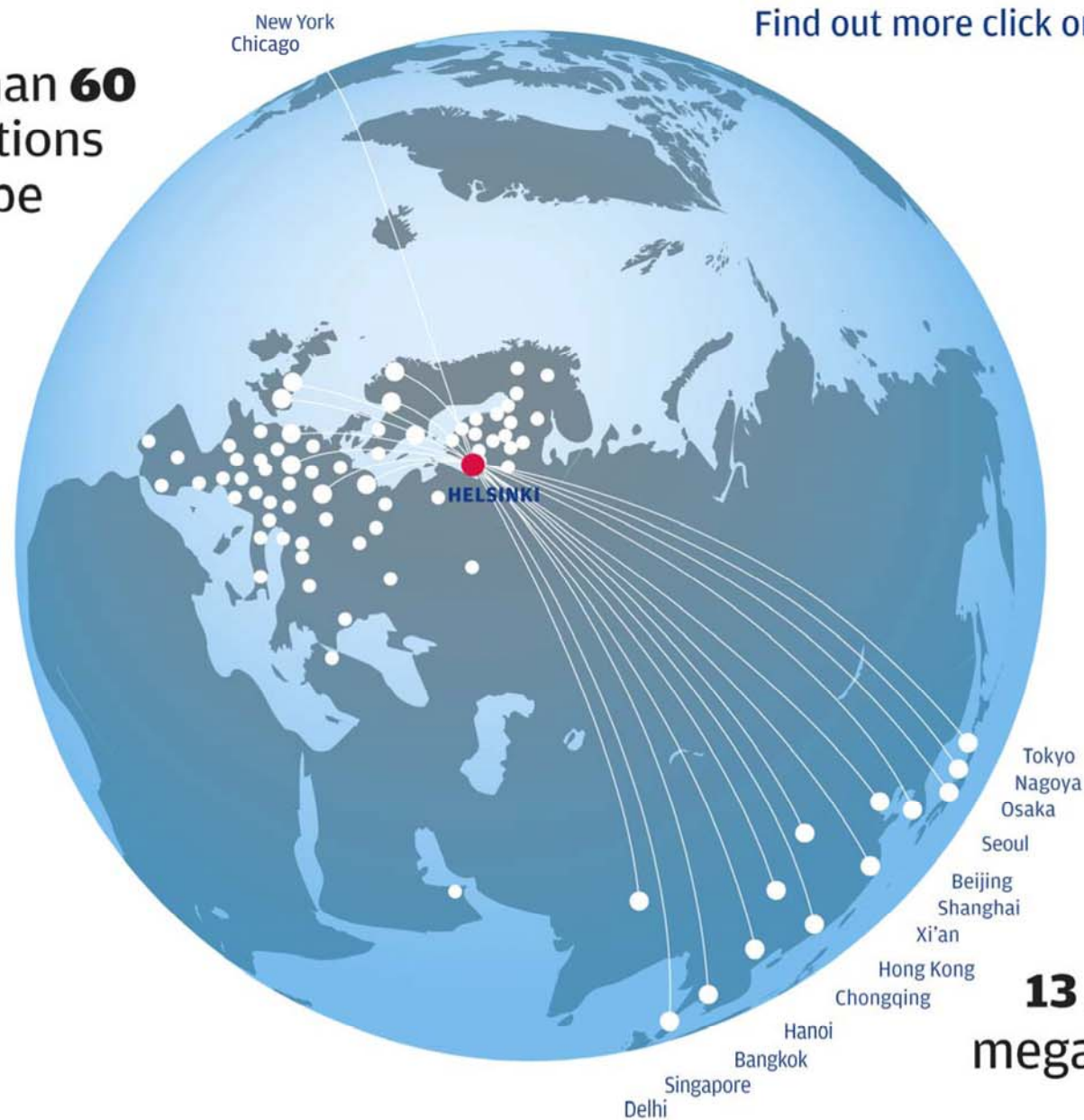
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Tactical Fighter Squadron, by Christopher Mifsud



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

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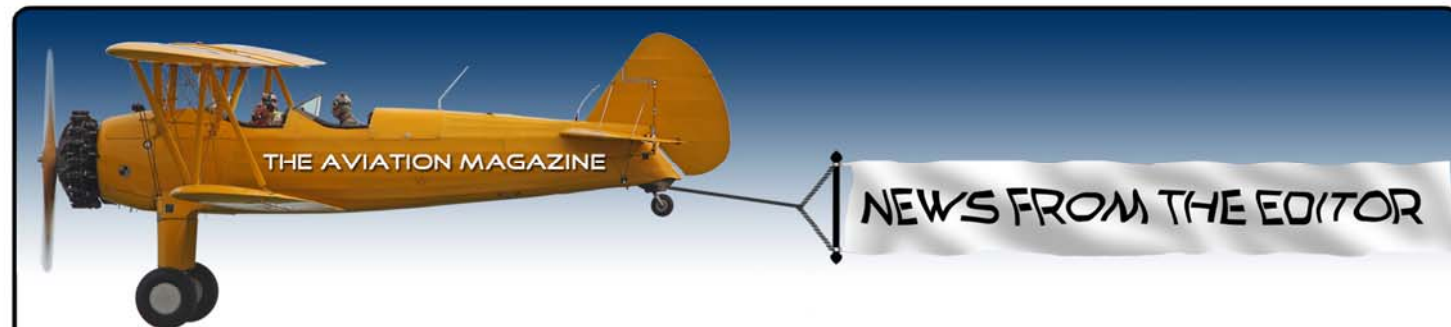
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Welcome to the 50th edition of **THE AVIATION MAGAZINE**. As promised this edition features report and some images from the Australian International Airshow, by Jeroen Oude Wolbers, our latest photojournalist member.

We are featuring an extensive photo report of the Hellenic Air Force's Open Days that took place at several air bases. As this issue is being released we will be attending a very special event with the Canadian Forces Snowbirds and the Patrouille de France (PAF) of the French Air Force (Armée de l'Air) in the skies above Gatineau just north of Ottawa, Canada. This is the only stop by the PAF in a display of friendship, freedom and the historic ties between Canada and France. Aero 150 is the Canadian stop of the Patrouille de France during their 2017 United States tour. We will feature images from this event as well as other images of PAF from a couple of US location.

Stay tuned for our reports and join us by downloading **THE AVIATION MAGAZINE** the BEST and FREE e-based magazine since 2009, imitated by so many, but never surpassed.

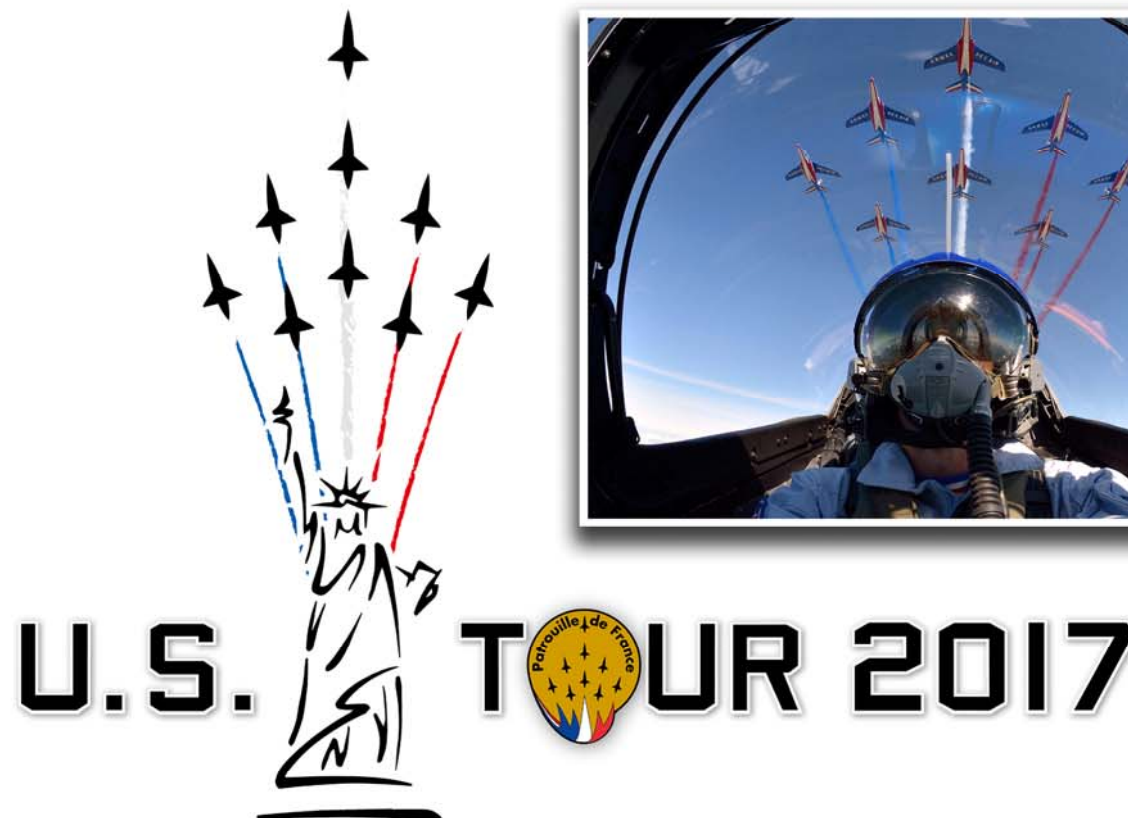


Image courtesy of Armée de l'Air

Helicopters of the Honolulu Fire Department

Article & photography by Ralf Peter Walter

If you find yourself in an emergency situation while hiking in the backcountry of O’ahu there is a good chance you will be saved by a helicopter of the Honolulu Fire Department (HFD). HFD helicopters are not only used for search and rescue (SAR) missions but also for aerial firefighting. In particular with narrow and winding roads firefighters and ground equipment often would take too long to arrive in time to prevent greater damage.

The training of different scenarios is a key to successfully cope with the challenges and dangers of SAR and firefighting missions. In September 2016, a firefighter was seriously injured during the rescue of a hiker when he fell almost 30 ft. out of a rescue net while being hoisted to a helicopter. Earlier that year, a firefighter even died during an ocean rescue training. As a consequence, the HFD was forced to intensify the training with fire fighting personnel.

The focus of the training shown here was rappel operations. In an inland rescue environment, where landing is not practical, rappelling to a survivor is a rescue technique, which is preferred to hoisting. It allows the rescue personnel to better control the speed of descent through trees, foliage and rugged terrain. Usually the rescue personnel is faster on the ground than with a hoist and thus reduces hover time.

The Honolulu Fire Department currently operates two McDonnell Douglas Helicopters MD 520N (FAA model designation is Model 500N). The MD 520N is a five place, single turbine, multipurpose helicopter. It is designed with a no-tail-rotor (NOTAR) anti-torque system. Due to a non-spinning tail rotor, it reduces pilot workload as well as external noise levels and significantly improves safety in confined areas. The helicopter's performance data are: empty weight 1,585 lbs and max takeoff weight 3,350 lbs. The maximum permitted speed is 152 kts with a range of up to 222 nm and an endurance of 2.4 hours.





The MD 520N in action. Firemen rappelling down while the MD 520 is hovering in one spot. As the saying goes "practice makes perfection!"



The new Hungarian Aviation Museum

Article co-written by the Editor & István Kelecsényi with photography as noted

L to R: MiG-15Bis, MiG-15UTI, MiG-17PF, MiG-19PM, MiG-21PF, MiG-21U, MiG-21U, MiG-21BisAP, MiG-23UB
MiG-23MF, and partial of the Sukhoi Su-22M3



L to R: Yak-18, Aero Ae-45 (white with blue stripes) Rubik R-22 Június 18, (HA-4112) glider hanging above, Nord 1002 (dark blue), Polikarpov Po-2, and wreckage of an Ilyushin Il-2 M3 Sturmovik from Lake Balaton in the center.



Anti-Aircraft Surface to Air Missiles, (SAM) displayed outside, they are left to right: Almaz S-75 Dvina/Volhov (NATO SA-2) and the hill is the S-125 Neva (NATO SA-3 Goa)

Central Europe's most modern interactive Museum of Flight "The RepTár" was opened on September 1st, 2016 in Szolnok, Hungary. Szolnok is the county seat of Jász-Nagykun-Szolnok county in central Hungary, approximately 95 KMs or 56 miles south-east from Budapest.

The RepTár replaced the old Air Museum of Szolnok, and most of the cherished collection from the former museum have been transferred, including the static aircraft and helicopters which received a new coat of paint before being placed into their new exhibition space. The RepTár is now also the new home of the collections from the Air Defense Museum, in Zsámbék (SAM-s, radar locators, anti-aircraft guns) as well as several other aircraft from the Military Technology Park in Kecel. At the time that this article was written there are more than 40 aircraft and helicopters on display, with an additional 12 pieces waiting for repaint and transportation to the museum.

The museum is made up of several pavilions, exhibition rooms and outdoor open air facilities. In the pavilions one can find several engines, smaller relics, a 4D cinema, wind tunnels, (8) MiG-29 fighter aircraft simulators as well as , selfie with pilot stations, self-guided application for Smartphone and digital touch-screens await the visitors.

In the exhibition hall, the visitor can see the famous Hungarian aircraft designer Ernő Rubik, Senior's three types of gliders: the Lepke (Butterfly), the R-22 June 18 and the Gobe. Other exhibits include the Mil Mi-2, Kamov Ka-26 helicopter, Nord 1002 (French license-built Messerschmitt Bf-108) Polikarpov Po-2, Yakovlev Yak-11, Yak-12, Yak-18, Yak-52, MiG-21F13 aircraft, K001 "Bat" UAV, Il-2 wreck, and several aircraft engines. The upstairs exhibit area are reserved for famous Hungarian Aviator's memorabilia, which include; Lt. Ittebei Kiss Miklós, Ace of the First World War, with 19 kills; Flight Lieutenant István Horthy's World War II pilot; Gen.Major Vitéz Hány László First World War squadron leader and the, first commander of the independent Hungarian Air Force. Captain Boskovics "Bob" László of the Second World War, Hungarian built Me-210 heavy fighter and ground-attack aircraft pilot of Jewish ancestry.

The outdoor exhibit area consist of various models of MiG-15, MiG-17 and MiG-19 and all MiG-21 fighter aircraft versions the first locator without F13 version, the last great series BiS versions that flew with the Hungarian Air Force over the years. Additionally the MiG-23MS and UB versions can be seen and soon the last Russian built MiG-29B, version 9.12. One can also see the Su-22M4 ground attack aircraft, and Czech build Aero Vodochody advanced trainer the L-39 Albatros, Mi-4 and Mi-8 transport and Mi-24D "Hind" gunships helicopters.

In the near future, several donated aircraft from the West will be featured after a new paint coat have been applied, they include: the Hawker Hunter (ex Patrouille Suisse), Lockheed F-104 Starfighter (ex West German), Saab Ja-32 Lansen and Ja-37 Viggen.

In the air defense area, SA-2 SA-3, and self-propelled SA-6 SAMs, various radar locators and anti-aircraft guns are on display.

There is a children's playground, snack bar and gift shop for the visitors.

The RepTár over all worth a visit for any aviation enthusiast if they visit Hungary. Parking is free, and the cost of admission varies from 2,000 HUF about \$8US on weekdays to 2,500 HUF or about \$10US per person with several discounts available . Children under 6 and seniors over 70 go in free.



One of the MiG-29 fighter aircraft simulator



WWI Austro-Daimler AD 6 150PS in line engine



- WWII Me-109G6 engine wreck, top,
- Kvasz-I replica that flew on April, 1911



- Mikoyan-Gurevich MiG-21BisAP, "Sharky I" front
- Aero Vodochody L-39ZO, "Sharky II" rear



The RepTár, main building is a former railway station in Szolnok

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AIR FORCE ONE Boeing VC-25

Article by the Editor and Photography by Joe Volpi
Images taken at Charleston International Airport February 17, 2017

Boeing 747-200B

Crew	26
Engines	GE Cf6-8 0C2B1
Thrust rating	56,700 pound each (252 kn)
Wing span	195 feet, 8 inches (59.64 m)
Length	231 feet, 10 inches (70.66 m)
Height	63 feet, 5 inches (19.33 m)
Long-range take off gross weight	833,000 pounds (377,842 kg)
Max. landing weight	630,000 pounds (285,763 kg)
Fuel capacity	53,611 gallons (203,129 L)



"Air Force One" isn't a specific plane, it's the air traffic control designation given to any Air Force aircraft with the President of the United States on board which includes the helicopters used by the POTUS too. The "Air Force One" call sign was created in 1953 and it was used first on Lockheed Constellation named Columbine II, carrying President Dwight D. Eisenhower.

There are two of them 82-8000 and 92-9000, both are a highly modified Boeing 747-200B. While their range is 7,800 statute miles, it can be extended to unlimited due to aerial refuelling capability. The aircraft is self-sufficient; it has built in front and aft stairs; self-contained baggage loader; two galleys that can provide 100 fresh meals at a time (no pre-prepared airline meals).

The "flying Oval Office" has 4,000 square feet of interior floor space which includes a conference/dining room, quarters for the president and the first lady, an office area for senior staff members, as well as work and rest areas for the presidential staff, Secret Service security, media representatives, and Air Force crews.

Both aircraft equipped with electronic countermeasure defence systems that include five AN/ALQ-204 Matador infrared (IR) countermeasures devices are located at the tail and behind the four engines, the device emits pulsed IR signals to foil attacks by heat-seeking missiles. An AN/AAR-54(V) missile launch warning receiver located at the tail is intended to report and track missile threats by zeroing in on their ultraviolet exhaust signature. The receiver is also in use on special-operations warplanes like the MC-130H Combat Talon II. The AN/AAQ-24 Nemesis Directional Infra-Red Counter Measures (DIRCM) system, which can be directed by the AAR-54, fires pulsating flashes of IR energy that confuse a missile's guidance system.



Hellenic Open Days 2016

Article and Photography by Christopher Mifsud

In the aftermath of the devastating effect of global conflict and the relative calm which ensued in the continent after World War Two, the core European protagonists strived to avoid a repetition of it at all costs. The European model set by the Treaty of Rome in 1957 had for decades stood firmly and been the envy of most countries aspiring to call themselves modern in the latter half of the twentieth century. The end of the cold war in 1991 helped to consolidate the European Union's determination by attracting former eastern bloc countries to join in it. Dialogue together with a commitment to motivate trade within a borderless economic area spread across most neighbouring nations. With it came freer trade and the movement of skills and the labour force to where this was required. However, despite the short to medium term growth all was not entirely well with the longer term outlook.

Just over a decade ago, the mere mention of envisioning a time when the EU would face potential dissolution and financial crisis was virtually unthinkable, new countries had just joined the EU, with its dominating currencies the Euro and the British Pound Sterling, grew stronger. Yet in the 24 months which were 2008 and 2009 many founder members of the EU, key players of the union, would come face to face with the new reality, a near fiscal ruin and the almost total collapse of its internal financial bulkheads.



The larger members of the EU might have put forward the argument that the situation in their respective countries stood stronger when the Union was more compact. Some of the newer entrants brought with them relaxed financial and fiscal attitudes with a higher proportion of untaxed trade. Change takes time and it is not always possible to alter a country's course to conform to the EU average, certainly not in the relative short term. In many countries unemployment levels soared, tax collection dwindled and this inevitably effected non-growth factors within individual economies. By the end of 2016 the three key elements which seemed to sum up the situation of the EU are the phrases 'bail-out', 'debt relief' and 'potential exit' from the EU.

One crucial non-growth factor which definitely represents the financial strength and backing of any nation is the state of its military and preparedness for conflict. Some countries which are nearer the frontiers are more prone to appear weakened or unprepared than others due to their geographical position and/or topographical size. Without delving too deeply into certain economic and financial ramifications, suffice to mention that in a country such as Greece for example, the Government has for years been pressured to reduce and redirect its hard spending, drawing funds away from its military forces and concentrating its effort onto its growth-stimulating sectors such as tourism, health, education and welfare.

Whenever dialogue fails a country has to rely on the preparedness to mobilise its military assets at a moment's notice. Greece is no exception, with one of the longest coastlines in Europe, it governs several hundred smaller islands and shares land borders with four countries including non-EU states.

ΠΑ, i.e. PA or Polemiki Aeroporia is a generic term which encompasses the aircraft that belong to or which have belonged of the Hellenic Air Force (HAF) over its 87 year history to date. The term Polemiki loosely translates to 'struggle', in other words war or conflict. Aeroporia means aviation. The Hellenic Air Force was founded on the principles of defence of the Greek airspace, aerial assistance, humanitarian support and to provide coverage for its terrestrial and seafaring military assets. Most HAF aircraft proudly display the two letters ΠΑ on their fuselage to represent their commitment to the preparedness of their country's armed forces.

Greece is dominated by high mountainous regions which cover 80% of its land. The HAF's motto of 'Always Dominate the Heights' is of particular importance. It should therefore come as no surprise that the 'cradle of western civilisation' as Hellas, or Greece, is called, must have come at a heavy price.

For a few days every year, typically in November, the HAF opens its doors to the public and to enthusiasts alike. Most frontline bases and units are put on display and this serves to attract the younger generation to pursue a career in their country's armed forces. Entrance is free on presentation of a valid identification document. While several enthusiasts, including myself, would not miss an opportunity such as this to attend, it must be noted that the public's turnout was generally quite poor. At some bases serving personnel were actually surprised to see us, moreover to learn that we had travelled from overseas specifically to attend.

Photography is no longer frowned upon however it is to be pointed out that there are certain assets, some even historic aircraft, which are kept hidden away or out of view. It is not uncommon to be chaperoned or escorted around a base particularly if one is carrying a larger zoom lens with greater range. HAF open days are not an air show per se, no actual flying is involved and any active aircraft movements are generally treated as classified non-photography subjects.



A derelict TC-47J seen outside the CAA building, near Hellenikon airport abandoned since 2001 top image. Hellenic BAC 1-11 middle and a Olympic Airways Boeing 727-284 bottom images at Hellenikon airport.



Almost every base which we saw during our trip had its own gate guardian and/or aircraft graveyard. Some were in better shape than others, none appeared to be maintained and the scorching sun is taking its toll on the paintwork as these once thrilling sound barrier breaking jets slowly rust or rot away.

The War Museum in Athens has a number of important jets in its collection, namely the F-104G, F-84F, F-86D, an F-5A and a prop-powered T-6G Texan. Another notable museum which we visited was that in Tatoi, comprising of a larger number of historic aircraft as well as some wrecks from world war 2. The highlights in my opinion were the Helldiver, a recovered Ju52/3m and a substantially intact Bristol Blenheim. There was no sign of the Luftwaffe Junkers Ju-87D Stuka wreck which is supposed to be at Tatoi Air Force museum. A number of base personnel were not aware of this important wreck, a later mark of Stuka, which for a time was seen and photographed in the outside grounds next to the Ju52/3m. Both the Stuka and tri-motor Ju52 had been recovered from and around Leros, an island in the Aegean Sea.

Hundreds of historic aircraft, mainly jets, are scattered throughout the country. It is commonplace to find a F-5 or F-104 standing on a plinth in a public garden or roundabout. At the abandoned Hellenikon Airport in Athens, last used in 2001, one can see three stalwarts of Olympic Airways, namely the B747-200, B737-200 and B727-200 as well as a Hellenic BAC 1-11. These are not preserved aircraft, the old airport wire fence and concrete wall has probably prevented these wrecks from being vandalised over the years.

We were delighted to come across at least five Douglas DC-3/C-47 aircraft in the resplendent SEA camouflage. The HAF has retained the camouflage pattern on these warbirds and added roundels to them. Other notable or rare aircraft included the Dornier Do-28 Sky servant, NAMC YS-11, a Caravelle jet, Convair TF-102, Mil-26 helicopters and a number of CL-215 water bombers.

We visited several bases, see list and map on page 28. It should be pointed out that the gate guardians / historic / aircraft graveyards kept on site have not been included in the following list.



Replica Farman Biplane Daedalus hanging in the National War Museum, Athens, above Northrop F-5A Freedom Fighter, in the open display at Palaio Faliro, in Athens, below.



F-104G Starfighter in front of the National War Museum, Athens





Nea Anchialos AB (111th Combat Wing)

330th Fighter Interception Squadron "Thunder" – (F-16C/D Block 30)
 341st Fighter-Bomber Squadron "Aces" – (F-16C/D Block 50)
 347th Fighter-Bomber and Interception Squadron "Perseus" – (F-16C/D Block 50)

Tanagra AB (114th Combat Wing)

331st All Weather Squadron "Theseus" – (Mirage 2000-5 Mk2)
 332nd All Weather Squadron "Falcon" – (Mirage 2000BGM/EGM3)

Elefsis AB (112th Combat Wing)

31st CSAR/Special Operations Squadron
 352nd VIP/Transport Squadron "Cosmos" – (Embraer ERJ-135ER & Gulfstream V)
 354th TAS "Pegasus" – (C-27J Spartan)
 355th TAS/SAR "Hephestus" – (Bombardier CL-215)
 356th TAS "Hercules" – (C-130B/H Hercules)
 358th Search and Rescue Squadron "Faethon" – (AB 205-205A1, AB 212 & Agusta A-109E Power helicopters)
 384th Search and rescue Squadron "Puma" – (AS-332 Super Puma helicopters)
 380th AEW&C Squadron "Uranus" – Elefsis – (Embraer E-145H Erieye)

Kalamata AB (120th Air Training Wing)

361st Air Training Squadron "Mystras" – (T-6A Texan II)
 362nd Air Training Squadron "Nestor" – (T-2E/C Buckeye)
 363rd Air Training Squadron "Danaos" – (T-2E/C Buckeye)
 364th Air Training Squadron "Pelops" – (T-6A Texan II)

Andravida AB (117th Combat Wing)

338th Fighter-Bomber Squadron "Ares" – (F-4E PI2000 Phantom II)
 339th Interception Squadron "Ajax" – (F-4E PI2000 Phantom II)

Araxos AB (116th Combat Wing)

335th Fighter Squadron "Tiger" – (F-16C/D Block 52M)
 336th Bomber Squadron "Olympus"

I would like to thank Max Zammit for his help in compiling the units/equipment list being shown above.

The HAF intends to disband its 348th Tactical Reconnaissance Squadron "Eyes" equipped with RF-4E Phantom II during the first week of May 2017.

Hellenic Air Force Base location

Thessaloniki AB (113th Combat Wing)

83rd Air Fire Fighting/CSAR Squadron "Proteus" – (Bombardier CL-415)

Larissa AB (110th Combat Wing)

337th All Weather Squadron "Ghost" – (F-16C/D Block 52+)
 348th Tactical Reconnaissance Squadron "Eyes" – (RF-4E Phantom II)





Thessaloniki AB (113th Combat Wing)



F-5AB Freedom Fighter Gate guard, left bottom, Bombardier CL-415 of the 83rd Air Fire Fighting/CSAR Squadron "Proteus" right top and the cockpit right bottom





Bombardier CL-415 83rd Air Fire Fighting/CSAR Squadron "Proteus"



C-47 top and the cockpit below, images courtesy of Max Zammit



Left to right: F-4E PI2000 Phantom II of the 338 Squadron, the F5A is non-operational preserved in static condition, and the MIM-104 Patriot SAM system.





Larissa AB (110th Combat Wing)
110 ΠΤΕΡΥΓΑ ΜΑΧΗΣ



F-5A Gatekeeper top
F-16C/D Block 52+ of the 337th All Weather Squadron "Ghost"



RF-4E Phantom II of the 348th Tactical Reconnaissance Squadron "Eyes" top
Mirage 2000 EG of the Mirage 2000 '217' is from the 332 Squadron Mira, middle
F-16C/D is from the 347th Perseus Squadron, bottom





There are several aircraft on display which were used over the years by the HAF among them:

- Republic F-84G Thunderjet, top
- Republic RF-84F Thunderflash, middle

Another interesting equipment on display was the RIM-7 "Sea Sparrow" on a mobile platform which is a short-range anti-aircraft and anti-missile weapon system, usually ship mounted.



Convair F-102 Delta Dagger, top
LTV A-7E Corsair, bottom

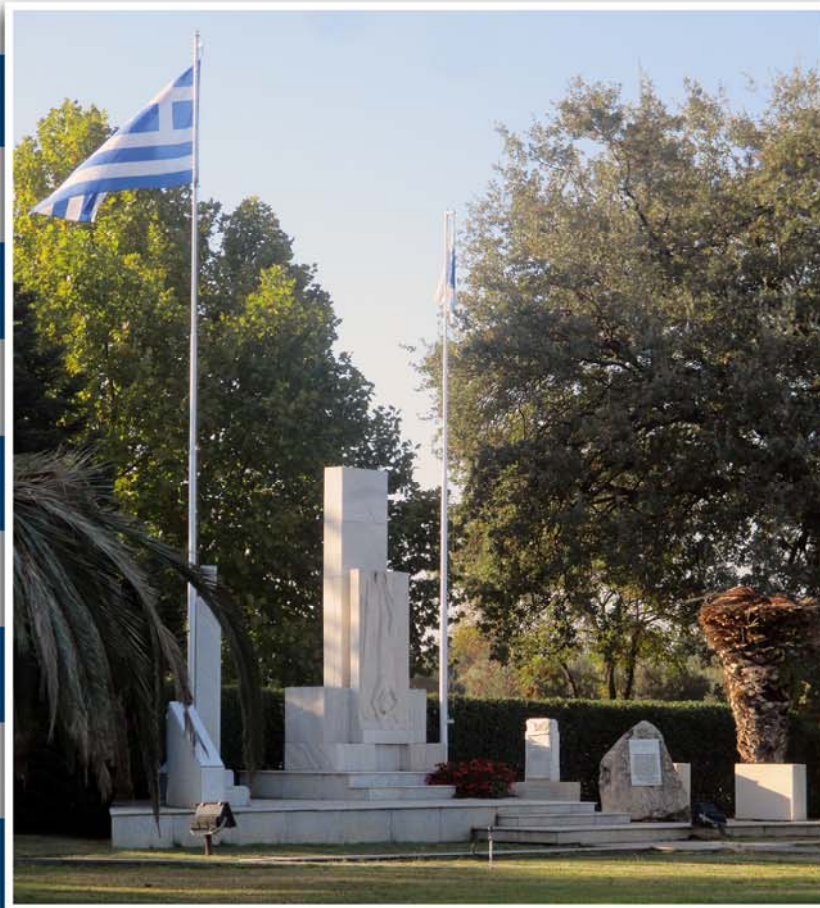


Nea Anchialos AB (111th Combat Wing)

Fallen heroes memorial of former pilots of the Air Base, top left.

There are several aircraft on display mounted on plinths which were used over the years by the HAF among them:

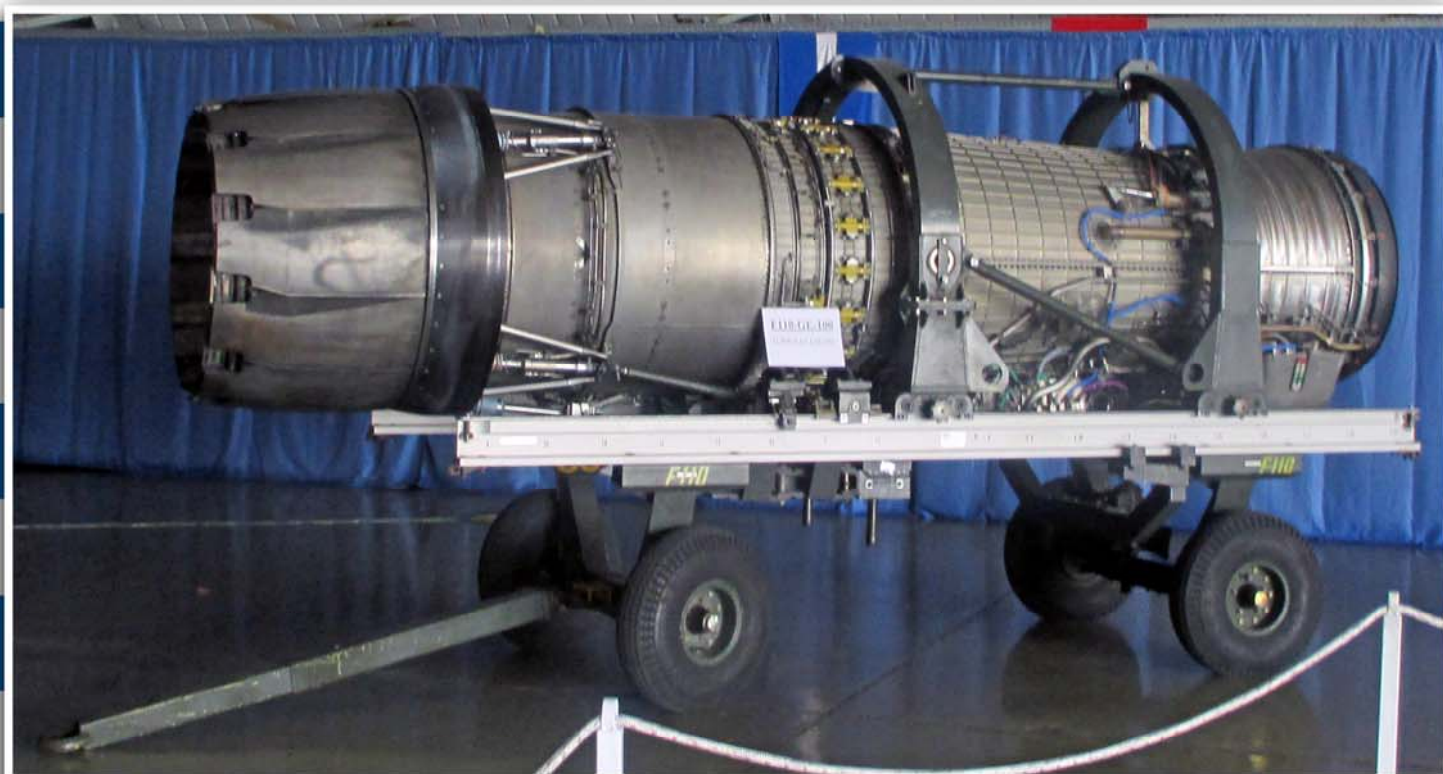
- Republic F-84G Thunderjet, left bottom.
- Former "Hellenic Flame" HAF Display Team Canadair CL-13 Mk.2 (F-86F Sabre), right top.
- Lockheed T-33A Shooting Star, right bottom.





At the Open House there were displays inside and outside. Inside one of the hangars featured several F-16s and their armaments, as well as an engine made by General Electric Aviation.

- F-16C/D with a the canopy removed as well as many service panels exposing the airframe, left top
- The F-16 are powered by a General Electric F110 is an afterburning turbofan jet, left bottom
- F-16C/D, right top
- On the tarmac an RF-4E Phantom II, Mirage 2000-5 Mk2 and a F-16C/D Block 50, right middle
- McDonnell Douglas RF-4E Phantom II of the 348th Tactical Reconnaissance Sqd, visiting aircraft right bottom.





- A visiting Ultralight TL-2000 Sting S4, left top and on the tarmac right top
- The AB 205-205A1, of the 358th Search and Rescue Squadron "Faethon" visiting the base, main image below.





Tangara AB
(114th Combat Wing)



Lockheed F-104G



- Dassault Mirage F1CG, static only, left top
- F-16C/D Block 52M of the 335th Fighter Squadron "Tiger", left middle
- Delta F-102A Dagger static only, right top
- Former "Hellenic Flame" HAF Display Team Canadair CL-13 Mk.2 (F-86F Sabre), static only, right middle
- RF-4E Phantom, static only, main image below.





- Lockheed T-33A Shooting Star, static only, left top
- Lockheed C-130H of the 356th TAS "Hercules" left middle
- Lockheed P-3B Orions operated jointly with the Hellenic Navy, undergoing maintenance to return them to airworthy condition, left bottom.

- Lockheed TF-104G, static only, right top
- Northrop F-5A Freedom Fighter, static only, right middle
- Mirage F1CG with special livery of the former 342nd Squadron "Sparta", static only, right bottom





- Lockheed C-130H Hercules "60 Years of 356 Tactical Transport Squadron" in a state of disrepair, left top
- A bunch of Mirage F1s slowly fading and rusting away, left bottom
- Dassault Mirage 2000EG, of the 332nd All Weather Squadron "Falcon", right top
- F-16C/D Block 52M of the 335th Fighter Squadron "Tiger", right middle
- Beechcraft T-6A Texan II of the 364th Air Training Squadron "Pelops", right bottom





Elefsis AB
(112th Combat Wing)

Embraer E-145H Erieye of the 380th AEW&C Squadron "Uranus"





- Embraer EMB-135BJ Legacy, 352nd VIP/Transport Squadron "Cosmos", left top
- AS-332 Super Puma of the 384th SAR Squadron "Puma", right top
- C-27J Spartan of the 354th TAS "Pegasus" and a Gulfstream V, main image below





- Bombardier CL-215 of the 355th TAS/SAR "Hephestus" , left top
- Bell-Boeing CV-22B Ospreys (USAF 7th Special Operations Squadron at RAF Mildenhall, UK), right top
- C-130H Hercules of the 356th TAS "Hercules", main image





In the neglected Heritage Park are several gems: Dornier Do-28D-2 Skyservant , left top

- Nord N2501D Noratlas, top right
- Grumman Hu-16B/ASW Albatros, bottom main image





- Convair F-102A Delta Dagger, left top
- NAMC YS-11, right top
- Convair TF-102A Delta Dragger tandem seats, bottom main image





Kalamata AB
(120th Air Training Wing)



T-2E Buckeye of the 362nd Air Training Squadron "Nestor"



- A pair of Rockwell T-2E Buckeyes, left top
- A T-2E with a 40th Anniversary livery, of the 363rd Air Training Squadron "Danaos", left bottom and right mid-bottom
- Beechcraft T-6A Texan II with 50th Anniversary livery of the 361st Air Training Squadron "Mystras" right top and bottom





- Beechcraft T-6A Texan II of the 361st Air Training Squadron "Mystras" left top by Max Zammit
- Rockwell T-2E Buckeyes left bottom, by Max Zammit
- A pair of Rockwell T-2E Buckeyes right top by Max Zammit
- A T-2E with a 40th Anniversary livery, of the 363rd Air Training Squadron "Danaos", right bottom by Max Zammit





Andravida AB
(117th Combat Wing)

F-4E PI2000 Phantom II 338th Fighter-Bomber Squadron "Ares"





- McDonnell Douglas F-4E PI2000 Phantom II of the 339th Interception Squadron "Ajax" and Dassault Mirage 2000-5, top
- F-16C block 40 of the Egyptian Air Force of the 272nd Tactical Fighter Wing 77th Tactical Fighter Squadron, middle
- F-4E PI2000 Phantom II in the hangar, bottom



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Araxos AB (116th Combat Wing)



The roundabout near the Air Base entrance, looks like a horizontal stabilizer...



- General Dynamics F-16C block 52M of the 335th Fighter Squadron "Tiger" with various armaments, top
- General Dynamics F-16D block 52M of the 335th Fighter Squadron "Tiger" with conformal fuel tanks in the hangar bottom





- McDonnell-Douglas F-4E PI2000 Phantom II, left top
- General Dynamics F-16C block 52M, left bottom
- LTV TA-7C Corsair, right top
- McDonnell-Douglas F-4E PI2000 Phantom II, right middle
- LTV TA-7C Corsair, McDonnell-Douglas F-4E PI2000 Phantom II, and a Dassault Mirage 2000-5 Mk2 lined up on the tarmac for the visitors to inspect and photograph. Note many of the aircraft were flown in to be displayed at all the airbases, as many of them are not the typical "home base" aircraft.





Hellenic Air Force Museum

The HAF Museum is located at the Dekelia Air Base, 13671, Tatoi, 18 kms north-east of Athens. Visiting hours Saturdays and Sundays only. Visits <https://www.haf.gr/en/history/museum/information/> for further information.

Photography by Christopher Mifsud and Max Zammit





de Havilland DH.82A Tiger Moth II by Christopher Mifsud



Curtiss SB2C-5 Helldiver by Christopher Mifsud



North American T-6G Texan by Christopher Mifsud



North American F-86D Sabre Dog by Christopher Mifsud



Canadair CL-13 Sabre Mk.2 (F-86 E) in the background and the Lim-2Rbis (MiG-15) foreground
by Christopher Mifsud



Republic F-84F Thunderstreak by Christopher Mifsud



Luftwaffe Junkers Ju52/3m tri-motor that had been recovered from and around Leros, an island in the Aegean Sea and behind the Ju 52/3m is Nord Noratlas, by Christopher Mifsud
THE AVIATION MAGAZINE May-June 2017



Canadair CL-13 Sabre Mk.2 (F-86 E) by Christopher Mifsud



Cessna T-37C Tweety Bird by Christopher Mifsud



Lockheed F-104G Starfighter "Tiger" by Max Zammit



Grumman G-164 Super Ag Cat B/525 with 525 hp radial-engine biplane agricultural/fire fighting aircraft above and a Mirach 100 target drone/tactical cruise missile below by Christopher Mifsud



Ling Temco Vought A-7E Corsair II, above and below showing the special Air Tattoo '14 livery of the 336 Squadron by Christopher Mifsud





Lockheed T-33A Shooting Star by Max Zammit



A rare Grumman Gulfstream I, by Christopher Mifsud

Lockheed TF-104G Starfighter "Olympus" commemorating "Final Flight" of the F-104 in Greek service from the 336 Mira Dioseos Bomabdismo, Araxos AB, by Max Zammit





Agusta-Bell B47J-2 helicopter adjacent to the Convair TF-102A, above and the Northrop RF-5A with 30th Anniversary of 359 Squadron livery below by Christopher Mifsud,



Sikorsky UH-19B Chickasaw by Christopher Mifsud





AUSTRALIAN INTERNATIONAL AIRSHOW AND AEROSPACE & DEFENCE EXPOSITION **AVALON2017**

Article and photography by Jeroen Oude Wolbers

Australian International Airshow 2017 – Air Power in Action...

The thirteenth biennial Australian International Airshow took place between 28 February 2017 and 5 March 2017 at Avalon Airport, Victoria, Australia. Following the three day industry only Australian International Aerospace and Defence Exposition, the three day air show was a public event with a record breaking crowd, by far the largest in the events' 25-year history. The event's theme 'Air Power in Action' attracted a total crowd of 176,742 on the public days and 33,922 on the industry only trade days.

For aviation photographers the Australian International Airshow is the major event in Australia at which to photograph the aircraft and helicopters of the Australian Defence Force in action. This proved to be mainly assets of the Royal Australian Air Force, as unfortunately the level of participation by the Royal Australian Army and Royal Australian Navy was rather poor.

The setup of the air show was comparable to the previous editions. The active runway at Avalon Airport is very close to the crowd line, making it ideal for take off, landing and taxiing shots – at least in the mornings, as in the afternoon it is backlit. The display line however is far away. The weather was also comparable to previous editions: a mix of sunny and very hot weather (unfortunately causing heat haze), overcast, low clouds, fog and strong winds made photography rather challenging. Flying displays were shortened, postponed or even cancelled.

Air Power in Action – the highlights...

- Australian Defence Force showcase

Reconnaissance, suppression, attack and rescue - a ninety minute demonstration of mixed capabilities and skills by a joint task force of Royal Australian Air Force, Royal Australian Army and Royal Australian Navy involving a variety of aircraft and helicopters like the F/A-18A/B, Hawk Mk.127, C-17A, C-130J-30, P-8A, AP-3C, E-7A, KC-30A, Tiger Armed Reconnaissance Helicopter, MRH-90 Multi Role Helicopter and MH-60R.

- Royal Australian Air Force F-35A Lightning II static display

The 16,000 kilometer trip from Luke Air Force Base, Arizona to Australia via Hickam Air Force Base, Hawaii and Andersen Air Force Base, Guam for Wing Commander Andrew Jackson and Squadron Leader David Bell took about 20 hours of flying. They flew alongside a Royal Australian Air Force KC-30A Multi Role Tanker Transport which provided air-to-air refuelling about every 45 minutes. Squadron Leader Bell is attached to the 61st Fighter Squadron at Luke Air Force Base where he is an instructor at the multinational Pilot Training Centre, teaching pilots to fly the F-35A.

When the first F-35A's begin to arrive in Australia permanently in 2018 they will be assigned to 3 Squadron at RAAF Base Williamtown. Their initial task will be to ensure the logistics supply chain has been established to operate the F-35A on a daily basis and to integrate the F-35A into the Australian Defence Force. By December 2020 it is expected that the F-35A will have its initial operational capability with enough aircraft and instructors to train Australian pilots on home soil, as well as the ability to be employed in combat scenarios.

- United States Air Force F-22A Raptor Demonstration Team

As part of the Enhanced Air Operation the United States Air Force deployed 12 F-22A's from 90th Fighter Squadron to RAAF Base Tindal to conduct integrated training opportunities with the 75 Squadron F/A-18A/B Classic Hornets along with ground assets and personnel. Enhanced air cooperation is part of the United States Force Posture initiatives and builds on a range of air exercises and training activities already undertaken by the United States and Australia. Three F-22A's from 'The Dicommen' were sent to Avalon Airport to take part in both static display and flying display, flown by the Air Combat Command F-22A Demonstration Pilot Major Dan 'Rock' Dickinson.

- Pacific Air Forces F-16 Viper Demonstration Team

From mid February 2017 until early March 2017 the Pacific Air Forces F-16 Viper Demonstration Team traveled to three countries, participating in air shows across the Indo-Asia-Pacific region. The stops included Aero India at Yelahanka Air Force Station in India, the Air Tattoo at Royal New Zealand Air Force Base Ohakea in New Zealand and here at the Australian International Airshow 2017. Although the demo team, based out of Misawa Air Base in Japan, consists of just one airframe, aircraft from across the Pacific played pivotal roles behind the scenes: an United States Air Force C-17A transported supplies from Misawa Air Base to India and New Zealand and a Royal Australian Air Force C-17A flew the gear on the final leg to Australia.

"With the average Misawa based F-16 C/D being 25 years old, the jet is going to break down," according to Major Richard Smeeding, the Pacific Air Forces F-16 Viper demonstration Team pilot. "To be ready, the C-17's carry tools and parts to cover things that are more likely to go. If we have a part fail that we don't have, then we reach back for support."

Besides the mentioned F-22A Raptor demonstration Team and F-16 Viper Demonstration Team foreign participation in the flying display was limited to a solo display of a Royal New Zealand Air Force C-130H.



Additionally to the aircraft and helicopters in the Australian Defence Force showcase, Australian Defence Force representation in the flying display included 'The Roulettes' display team flying the PC-9/A, a two-ship of AS350BA Squirrel helicopters, a four-ship of KingAir 350's, a four-ship of F/A-18A/B's, a Hawk Mk.127 solo display and a very impressive F/A-18F Super Hornet solo display.

Static Display

Besides the mentioned F-35A Lightning II in the static display other highlights included a Royal Australian Air Force E/A-18G, two 'factory fresh' Royal Australian Air Force PC-21's, two Republic of Singapore F-15SG's, a Royal Air Force A400M, a Japan Air Self- Defense Force KC-767, a Royal Canadian Air Force CC-130J, a Royal New Zealand Air Force Boeing 757-200, a United States Air Force B-1B and a United States Navy P-8A amongst others. Unfortunately the setup of the static display makes photography nearly impossible...

Acknowledgements

The Aviation Magazine would like to thank the Australian Defence Force Media Team, the United States Air Force Media Team, Media Operations Australian International Airshow 2017 (in particular Peta Richards,) and Nikon Professional Services Australia for their assistance and support prior, during and after the Australian international Airshow 2017.

RAAF F/A-18 right top, and a RAAF F/A-18F Super Hornet deploying flares right bottom





RAAF C-17A Globemaster III main image top, RAAF F-35A Lightning II left bottom and the RAAF F/A-18F Super Hornet right bottom





- USAF F-16, left top
- RAA ARHh Tiger left top middle
- RNZAF B-757-200, left middle
- RAF A400M Atlas, left bottom
- USAF F-22, right top
- RAN AS350B Squirrel, right middle
- RAAF P-8A Poseidon, right bottom



AVALON2017 ADDITIONAL IMAGES

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A KC-30A Multi-Role Tanker Transport and two FA-18A Hornets, left top
A PC-9 of the RAAF Roulettes, left bottom and the Team on the right top
A C-130 surrounded by many of the 210,644 people who attended Avalon 2017



RAAF No 1 & 02 F-35A Lightning II aircraft 01 and 02 fly in formation with a F/A-18A Hornet



Australias first F-35A Lightning II aircraft 01 & 02 in transit to the Australian International Airshow
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AVALON2017

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Photography and notes by Geoffrey Arnwine



EAA's B-17 Aluminum Overcast

Between 1935 and May 1945, 12,732 B-17s were produced. Of these aircraft, 4,735 were lost during combat missions.

At one time, more than 1,000 B-17s could be assembled for mass combat missions. Today, fewer than 100 B-17 airframes exist and fewer still are in airworthy condition. Less than 15 of Boeing's famous bombers can still take to the air, including EAA's Aluminum Overcast.

EAA's B-17G-VE, serial number 44-85740 - nicknamed Aluminum Overcast – was delivered to the U.S. Army Air Corps on May 18, 1945. Although delivered too late to see action in World War II, the airplane has an interesting history which can be read here: <https://www.eaa.org/en/eaafight-experiences/aluminum-overcast-aea-b-17-bomber-tour/b-17-history-with-boeing-and-aea>

On March 10-12, the Boeing B-17 Flying Fortress "Aluminum Overcast" made a visit to Concord, CA., during its EAA tour. During this tour, people are given the rare opportunity to view the WWII bomber up close and view the interior. Perhaps the most exciting part of the tour was that people were able to fly in the aircraft for \$450 a passenger. The passengers were able to walk around the aircraft and take pictures. Viewing areas included the cockpit, front nose area, radio control dock, bomb bay, and rear hallway. During the flight, Aluminum Overcast flew over the San Francisco Bay and even soared high over the Golden Gate Bridge. It is a rare opportunity for many people across the country and you can check <https://www.eaa.org/en/eaafight-experiences/aluminum-overcast-aea-b-17-bomber-tour> to see if Aluminum Overcast will be in an area near you in the future!

The Aviation Magazine would like to thank EAA's Stephen Tucker for his generous offer for a media ride.





Aluminium Overcast flew over the San Francisco Bay (right image) and soared high over the Golden Gate Bridge, main image.

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