

THE AVIATION MAGAZINE

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No: 51 July-August 2017

Volume 8, Issue 4



- ✈ NAWS China Lake Airshow, CA, USA
- ✈ LIMA '17, Langkawi, Malaysia
- ✈ Patrouille de France USA Tour 2017
- ✈ AERO 150, Gatineau, Quebec, Canada
- ✈ And so much more...



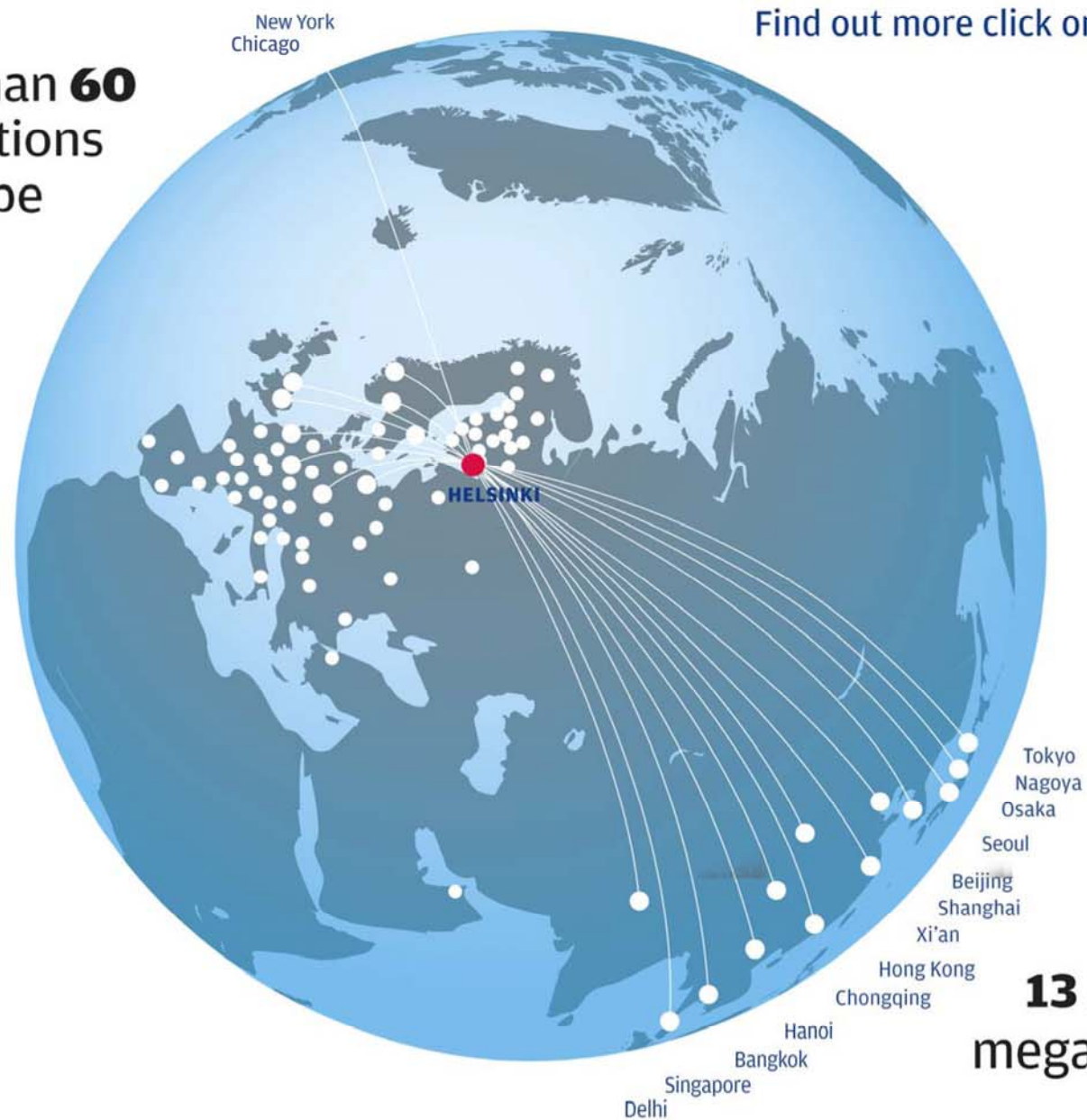
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THE AVIATION MAGAZINE is published six times a year, by a Team of Volunteers interested in aviation. We are devoted to cover a wide range of aviation events ranging from air shows, air base visits, military exercises, civilian spotting, pilot and veteran 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 several Volunteer Team positions available. All require a good command of English communication skills.

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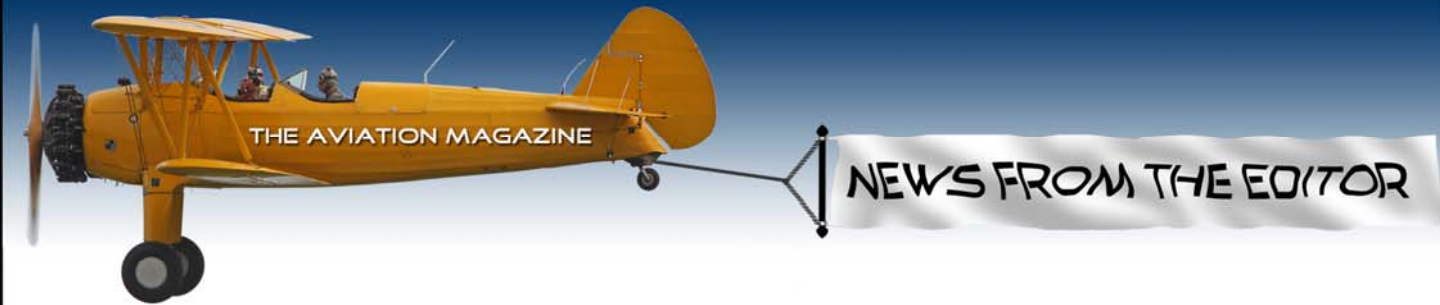
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Welcome to the 51st edition of **THE AVIATION MAGAZINE**. In many ways this is almost a special edition as we primarily feature the Patrouille de France's US Tour.

Patrouille de France (PAF) of the French Air Force (Armée de l'Air) is the oldest aerobatic team in the world. We saw them at two air shows during their visit, one in the USA, and their only show in Canada. Full reviews of these two are available on our websites by clicking here.

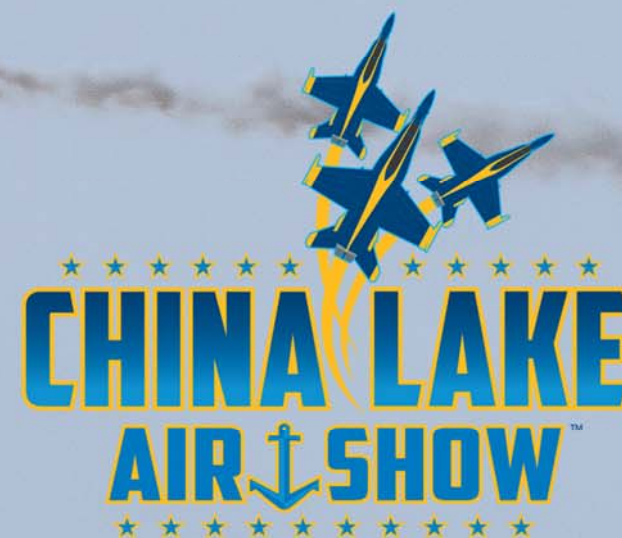
However, **THE AVIATION MAGAZINE** was lucky as we were given access to PAF's image bank of the tour, and we were allowed to use them in our magazine. Thus we are presenting several images which may not been seen by many others.

In addition, we created exceptional art work of their former and current aircraft and prints of these aircraft as well as a large selection of various warbirds profiles are available for purchase, from our website <http://www.theaviationmagazine.com/shop.htm>

As usual we are featuring exceptional photography from other events and air shows in the rest of the issue.

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.





Report and photography by Geoffrey Arnwine



F-35 Lightning II, from several air forces:

- USAF top
- RAF (UK) middle
- RNLAf (Royal Netherlands Air Force) bottom

For the first time in over 20 years, Naval Air Weapons Station China Lake hosted an air show, allowing the public a rare opportunity to go on base and see the different aircraft on display that are actively stationed there. Headlining the show was the world renowned United States Navy Blue Angels in their second show of the 2017 season. Other performers included the home based VX-9 “Vampires” in their F/A-18F Super Hornet and EA-18G Growler. Other performers included the U.S. Army Special Operations Black Daggers Parachute Team along with a variety of different aerobatic performers.

Gates opened at 9:00 am and it was perhaps one of the most strict venues I’ve ever attended. The most serious restrictions included bags of all sorts including chair bags, purses, and other various equipment cases. The show featured a nice array of static aircraft including all 3 variants of the F-35 Lightning II. Other statics included many different F/A-18s stationed at China Lake. An RAF Panavia Tornado and Eurofighter Typhoon were originally supposed to be static but were called off at the last minute.

The flying portion of the air show officially kicked off at 12:15 with the Army Black Daggers jumping for the opening ceremonies. The team later returned to the skies for a tactical demonstration. A China Lake stationed SH-60 Seahawk helicopter of VX-31 “Dust Devils” carried the parachuters on board during their performances.

The show featured a nice amount of aerobatic performances including Spencer Suderman in his Meteor Pitts, Jacquie B in her Extra 300, Anna Serbinenko in her Sky Dancer Super Decathlon, and Dan Buchanan in his Special Effects Hang Glider. The Commemorative Air Force also participated with performances by the F8F Bearcat and Spitfire Mk. XIV from the Southern California Wing.

One of the more rare performances of the event was from the China Lake based VX-9 “Vampires” flying their very own F/A-18F Super Hornet and EA-18G Growler. The 2 jets showcased multiple passes to the crowd including high speed passes, formation passes, and even a simulated bomb run with pyro.

Concluding the air show was the United States Navy Blue Angels lead by Cdr. Ryan Bernacchi. The team showcased all of their different maneuvers with their F/A-18 Hornets to the crowd of Ridgecrest for the first time in over 20 years. After their aerial performance the team was able to meet the crowd and sign autographs.

For a military open house, China Lake put on a fairly light air show. Despite the small lineup and entry restrictions, the show did draw a large crowd making a successful event. Special thanks to the organizers, attendees, performers, and China Lake personnel for making the air show possible.





- NASA T-38 left top
- F/A-18E/F Super Hornets - "VX-31" right top
- F/A-18E/F super Hornet "Vampires" main image



F/A-18E/F Super Hornet and EA-18G Growler - VX-9 "Vampires" and F8F Bearcat right top inset



On March 25th and 26th, General William J Fox Airfield in Lancaster, CA hosted the 4th Annual Los Angeles County Air Show headlined by the United States Air Force Thunderbirds who are celebrating the 70th Anniversary of the Air Force. The show featured many other performers in the air including various military jets, warbirds, aerobatics, and more. Gates opened at 9:00 am, and people were able to visit the different tents and static displays prior to flying activities. The static display lineup was pretty light but featured some

which included the first production F-35A Lightning II, NASA F/A-18A Hornet, a rare Scaled Composites ARES, and The NASA ER-2 U-2 which is NASA's U-2 Dragon Lady research variant, as shown above. There were a lot of different display tents to look inside from Lockheed Martin, Skunk Works, NASA, Northrop Grumman, and STEM Expo too.

Flying officially started at noon with the Patriot Parachute Team jumping for the opening ceremonies. After the team was finished with their sky dives, the Collaborators aerobatic group performed a 3-ship display. The pilots in the formation included Rob Holland, Matt Chapman, and Bill Stein. The show featured a nice variety of aerobatic pilots with different talents. Rob Holland made his first appearance at LA County

performing in his super manoeuvrable MXS monoplane Matt Chapman also performed aerobatics in his Extra 330LX sponsored by Embry-Riddle. Bill Stein flew an unusually painted Edge 540 which changes colors from green to purple to gold based on the certain light angle. Slowing the speed down was Rob Harrison who flew his rare Zlin 50 LX known as the "Tumbling Bear" which did a lot of different loops and tumbles unlike the other aerobatic pilots. Vicky Benzing performed in the Boeing Stearman biplane which turned back time to the days of World War II.

There were many warbirds that flew at the show courtesy of Planes of Fame and the Commemorate Air Force Southern California Wing. Aircraft featured in the warbird theatre included the P-51 Mustang, P-38 Lightning, F4U Corsair, B-25 Mitchell, Spitfire Mk XIV, and Yak-9. They each performed multiple solo passes to the crowd and even featured a pyro demonstration which included various explosions and a Wall of Fire at the end.

Among the many civilian performers that participated at the show, there were a number of exceptional jet demonstrations from a T-33 Shooting Star known as "Ace Maker II" piloted by Gregory "Wired" Colyer, an L-39 Albatross piloted by former Thunderbirds solo Paul "Sticky" Strickland and an F-86 Sabre from Planes of Fame piloted by Steve Hinton. One of the more rare jet performances was by the NASA ER-2. The ER-2 used for high altitude research based at the NASA Armstrong Facility at Edwards AFB.

One of the aerial performers courtesy of the U.S. Air Force was the Heritage Flight. Spectators were able to witness a rare formation flight of past and present Air Force aircraft which featured 2 A-10 Thunderbolt II's and a P-38 Lightning. This marked the first time in nearly 5 years that the A-10 participated in the Heritage Flight Program after budget cuts came into effect. Piloting the A-10s were Maj. Dan "Cosmo" Levy and Capt. Chad "Possum" Rudolph, and Steve Hinton in the P-38. Representing the U.S. Navy at the show was the F/A-18 Super Hornet TAC Demo Team from VFA-122 "Flying Eagles." On Saturday the team flew the E model using a jet from VFA-14 "Bounty Hunters" and on Sunday flew the F model with a Flying Eagles jet. They flew the different tactical capabilities of the Super Hornet including high speed passes, tight turns, and more.

Concluding the flying portion of the show was the United States Air Force Aerial Demonstration Squadron known as the Thunderbirds lead by Lt. Col. Jason Heard. The Thunderbirds came to Lancaster for their second show of the 2017 season in which they are celebrating the Air Force's 70th Anniversary known as "Breaking Barriers." Spectators got to witness the many different manoeuvres the team showcased including various formations, breaks, and solo routines. On Sunday, the team only flew 5 aircraft after Lead Solo Maj. Alex Turner was reported sick. It was a rare opportunity for the crowd to see an altered demonstration which featured the rare stinger formation.

After flying activities were concluded, the crowd was allowed to continue visiting the different tents and statics before gates closed at 5:00 pm. The city of Lancaster once again hosted an excellent air show full of different things to see in the air and on the ground. Special thanks goes to the performers, staff, volunteers, airport crew, sponsors, and spectators who helped make the 2017 Los Angeles County Air Show a success!







A Russian Yak-9 with Normandie –Niemen livery above, a Spitfire Mk XIV below, the USA Heritage Flight with the P-51 and the P-38 right top and the Scaled Composites ARES right bottom.



Frisian Flag 2017

Report and photography by Ralf Peter Walter

From March 27th to April 7th, the Royal Netherlands Air Force hosted one of Europe's largest aerial warfare exercises at its Leeuwarden Air Base. The 322nd Sqn at Leeuwarden AB is responsible for the organization of Frisian Flag. More than 60 aircraft from seven nations were stationed on the air base.

International cooperation

The world is changing. The conflicts are getting closer to Europe, the threat level is increasing due to land based surface to air missiles and modern aircraft. Recent conflicts clearly have shown the importance of international cooperation. Airpower is still key to the joint fight as a conflict cannot be resolved by one party alone. Engaging in a conflict means assisting other nations in restoring order. The emphasis of the air forces lays in supporting ground forces in achieving their objectives by creating freedom of movement for the land and sea assets. All that can only be done by operating in coalitions. In the past decades coalition members were working within NATO, based on strict and tight procedures. The last five to ten years non-NATO members joined the coalitions and the others had to work with them as well and as effectively as possible. The latest conflicts showed the need to operate with other nations on a very short amount of time. This means there is no time for every conflict and every type of operation to sit together with the coalition partner to figure out how to do business best. Everybody had to be ready at any time, all together, at short notice. With decreasing numbers of aircraft and personnel over the last years and no tolerance for collateral damage, precision and effectiveness have become the top priority.

Pilots and mission commanders are required to increase their knowledge with the operation of different types of aircraft. The individual pilot must be able to adequately execute missions with many other aircraft around and working together in large formations. All this requires training and FRISIAN FLAG provides the ideal occasion to practice this.

FRISIAN FLAG

The objective of this large scale exercise is to provide realistic training in a modern air combat environment with large force employment missions. The airspace for the exercise is 100 nm x 200 nm and gives space to 50+ aircraft at the same time. Frisian Flag is also designed to promote leadership. Experienced pilots are given the opportunity to devise, develop and ultimately carry out a mission in a larger context than he is used to in his day to day work. During the exercise, all the capabilities of the different fighter aircraft are used to ensure preparedness for any kind of missions. The pilots have to deal with high levels of air-to-air and ground-to-air threats in large and complex scenarios. Frisian Flag is used to enhance the evaluation and validation of current procedures and tactics and helps to adapt these for conflicts to come in the future.



2 of the 16 RAAF F-16's breaking off for landing

Missions flown during Frisian Flag include:

- Defensive missions
 - protection of ground objects
 - slow mover or high value asset protection
 - integration with air defense systems
- Offensive missions
 - preplanned strikes (air interdiction)
 - gaining air superiority (sweep / escort)
 - suppression of enemy air defense
 - dynamic targeting via Forward Air Controllers
- Any combination of the above

The pilots are flying daily. A mission lasts between one and a half to three hours, requires four to five hours for mission planning and ends after a three hour debriefing. Two waves were flown daily, usually 48 aircraft in the morning and 44 aircraft in the afternoon.

The Aviation Magazine would like to thank the Leeuwarden Public Affairs Officer Capt. Marleen Molema and her team for their support.



F-16AM above and below of the Royal Netherland Air Force from 322 TT Sqn.



2 F-16AM of the Belgian Air Force, the one above with a special 75th Anniversary of 349th Sqn paint scheme.





EF2000 of the German Air Force with a special 125 Anniversary of Oswald Boelcke paint scheme



3 Mirage 2000Ds lined up above from the French Air Force from different squadrons from the 3rd Wing, above while one of them ripping by with full afterburner creating "shock diamonds" also known as the Prandtl-Meyer expansion fan, below.





- Tornado GR4 of the RAF from No 31 Sqn left top and middle
- F-16AM from the Portuguese Air Force 201/301 Sqn right top
- 2 F-15C Eagles, one from the ANG 159th FS Florida while the other is from the ANG 122nd FS from Louisiana main image below.



Patches



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Ceramic Mugs



Briefing Sticks



Custom Aircraft Models



Tail Flashes



ACT with Awareness

The Air Tactics Centre (Kentro Aeroporkis Taktikis - KEAT) was formed in the 1980s and is located at Andra-vida Air Base in the North western part of the Peloponnesian Peninsula. KEAT has been hosting exercise INIHOS at Andravida since 2013. Initially the participating aircraft were deployed to 110 Combat Wing in Larisa, but in later years each aircraft operated from its home base. In 2005, INIOHOS was transformed into a medium scale exercise, involving all three branches of the Hellenic Armed Forces. On November 2013, the Single Base Concept was adopted for INIOS and the selected host for this kind of event was 117 Combat Wing at Andravida air base, home of the Hellenic Air Force F-4E 'Phantom' fleet. It was also decided that INIOHOS would become an Invitex exercise, meaning that other nations could be invited to participate in the exercise.

The 2017 edition marks the third time with international participation from the US Air Force, Israeli Air Force, Italian Air Force and the United Arab Emirates (UAE) Air Force, both Italy and UAE are new participants. UAE send out a contingent of F-16E/Fs which were present from 27 March until 6 April 2017.

US Air Force participation this year were twelve F-16C Fighting Falcons from the 482nd Fighter Wing, Homestead Air Reserve Base, Florida. "This experience gives us the feel for a deployment," said Staff Sgt. Jordan Anthony, 482nd Maintenance Squadron crew chief. "It gives us a chance to improve flexibility with things we may or may not have and the opportunity to work in an environment we're not used to." This multinational exercise enhances the interoperability capabilities and skills amongst allied air forces in the

accomplishment of joint operations and air defences to maintain joint readiness and reassure our regional allies. “We can deploy to a mission like this, almost like a bare base, and execute effective missions day-in and day-out,” said Deveaux. “After it is all done we can redeploy home with the same effectiveness it took to get us here. “This exercise gives us the chance to strengthen our bonds with other countries like Italy, Israel, Greece, our allies, with a different type of air superiority,” said Capt. Paul Deveaux, 482nd Maintenance Operations Group maintenance operations officer.

Exercise INIOHOS dates back to the late 1980’s, when it was established as a small scale air warfare exercise exclusive to the Hellenic Air Force. In 2013 the focus of the exercise changed to a more international character based on experiences from the Tactical Leadership Programme (TLP) and the Red Flag exercises in the USA.

KEAT oversees the Tactical Weapons School's (Scholio Oplon Taktikis) who normally run annual ten week courses for its HAF elite pilots. In 2016 the Egyptian Air Force has been working with KEAT for a four month period to train a number of aircrew. Using experience gained over decades of such training courses which have been updated and so improved the training given. This vast experience has been used now to provide high quality training during this multi-national invitational exercise, on Invitex basis. KEAT worked with the Hellenic Army and Navy designed each scenario to include time sensitive targeting (TST) strikes on land and sea. Each target such as a bridge, airfield or on naval vessels has an array of air defences from surface-to-air missile batteries to defending aircraft. The Hellenic Army used attack and utility helicopters such as the AH-64D while the Navy had surface vessels with S-70 ‘Seahawk’ helicopters conducting exercise ‘Astrapi’ in parallel of INIOHOS.

INIOHOS 2017 saw a wide variety of aircraft from various units within the Hellenic Air Force (HAF) participating with over 20+ F-16s, Mirages 2000 and F-4Es from 338 and 339 squadron, the remaining squadrons operating the aging ‘Phantom’. With 338 Squadron, named "Ares", and 339 Squadron, named "Ajax", both were formed in 1952 at Elefsis Air Base as Fighter Bomber Squadrons equipped with the F-84G, the first jet aircraft of Hellenic Air Force. Nowadays 338 Squadron’s primary role is air strike, while 339 Squadron is focused on interception tasks. Besides the twelve F-16C/Ds Israel provided an additional aircraft in the Airborne Early Warning (AEW&C) role. The Gulfstream G550 'Eitam' Conformal Airborne Early Warning (CAEW) acted as the 'eye in the sky'. The CAEW is fitted with the Israel Aerospace Industries/Elta EL/W-2085 multi-band phased array radar providing 360 degree coverage combined with advanced electronic support measures, electronic intelligence and communications intelligence suite. False or 'spoofing' information broadcast from the AEW&C aircraft is designed to confuse pilots who already have much to contend with when engaging their opponents. The multinational exercise enhances the interoperability capabilities and skills amongst allied air forces in the accomplishment of joint operations and air defences to maintain joint readiness and reassure our regional allies. “The goal is to develop the exercise to the most demanding and realistic multinational LIVEX in Greece” according to Lt. Col. Dimitrios Varsamis.

Each day different missions in a different warfare scenario were conducted. On an average day more than 120 sorties were flown in multiple mission per day: Counter Air Operations, Fighter Sweep, Anti-Surface Force Air Operations, Combat Search and Rescue (CSAR), Interdiction of Air Defenses and Air strikes against high value targets.

During the Media Day at 29 March Chief of Hellenic Air Force General Staff, Lieutenant General Christos Vaitis clearly stated that the goal is for "INIOHOS" to become the largest multinational exercise in the European theatre.

Country	Unit(s)	Type	Total sorties 29 March 2017
Greece	Various	Mirage 2000-5, F-16C/D, (R)F-4E, UAV ‘Pegasus’	50
USA	482nd Fighter Wing, 93 rd Fighter Squadron	F-16C/D	12
Israel	101 squadron, 105 squadron	F-16C/D, G550	32
Italy	51 Stormo, 132 Gruppo	AMX	4
United Arab Emirates	Shaheen 2 squadron	F-16E/F	6
NATO	NAEWF	E-3A	1
Total			93



An Israeli Air Force F-16D taking off above and a rarely seen Gulfstream G550 CAEW- Conformal Airborne Early Warning & Control System, below.





Italian Air Force AMX, ground-attack aircraft, above.



US Air Force Reserve Command F-16C , above.



F-4E AUP "Phantom II" 40 YEARS Anniversary livery, above.



An impressive show of force led by a RF-4E and (4) F-16s of the Hellenic AF with (3) F-16s of the Israeli Air Force.



A Mirage 2000-5 of the Hellenic Air Force above and United Arab Emirates F16E, below.



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Report & Photography by Peter Thivessen & Wolfgang Jarsich

2 x SU-30 MKM, 2 x F/A-18D, 2 x Hawk MK 108, 3 x Hawk MK 208 of the Royal Malaysian Air Force, above.

The Langkawi International Maritime & Aerospace Exhibition (LIMA) is the largest show of its kind within the Asia Pacific region. For 2017 it was the 14th edition of this important biennially held event since its debut in 1991. LIMA is an ideal platform where industry stakeholders can liaise and expand their networks towards forging new partnerships and business agreements. LIMA is a high impact, high profile event of global interest.

Its impressive list of international exhibitors and suppliers is more than matched by the supportive presence of industry elites, which range from senior Government officials, military and civil delegates to industry movers and shakers and more. LIMA is one of the rare places on earth where exhibitors as well as delegations and trade visitors can take part in two areas, the aerospace site and the maritime site.

The maritime segment of the event took place on the south side of the island at the Resorts World Langkawi. The aerospace segment was held at the Mahsuri International Exhibition Center. Visitors had no problem moving between the two venues because a free shuttle service was provided.

LIMA '17 was the show of the firsts. For the first time there was an array of Unmanned Aerial Vehicles and Autonomous Underwater Vehicles (AUV). Present were the USAF MQ-1 Predator, the US Navy MQ-8 Fire Scout, Thales Fulmar Mini-UAV, Saab AUV 62 AT and the TBN UAV from the Ukraine.

The Republic of Korea's Air Force aerobatic team, The Black Eagles, made their first appearance at LIMA with 9 KAI –T50Bs. The Russian Air Force Display Team, "The Russian Knights" appeared outside Russia for the first time with the brand new Sukhoi Su-30SM. The team is currently flying with 4 instead of 6 aircraft. Leonardo showcased for the first time the brand new ATR-72MP aircraft to the public, which was being proposed for Malaysia's requirement for an advanced new maritime patrol capability. The ATR 72MP is a multirole Maritime Patrol, Electronic Surveillance and C4I (Command, Control, Communications, Computers, and Intelligence) aircraft at very affordable costs. Four of these aircraft were delivered to the Italian Air Force, the launch customer of this type. Leonardo where also present with the NH 90 medium lift, multi role helicopter and the AW 169.

Saab as a strong player in Asia showcased a wide range of products at their booth. Especially maritime products like the Saab Swordfish could find a market in these emerging regions. Another successful story came from Thales. Thales has been selected by AirAsia to supply avionics systems to AirAsia's new fleet of 304 A320neos. Thales will equip the 304 single-aisles with its market leading Flight Management System (FMS), the navigation solution of choice for Airbus aircraft, alongside the THALES/ACSS T3CAS surveillance platform, the preferred solution for all Airbus single aisle aircraft.

RAC MiG demonstrated the newest training simulator for MiG-29SM and a holographic booth showcasing the operating parameters of this fighter in Malaysia. As part of the proposed modernization, the aircraft can be upgraded with the new weapon management control system and the new radar system. Additionally, the fighters can be converted into multi-role combat aircraft adding air-to-ground weapon capabilities, a speaker from RAC-MiG stated.

The event was officially opened by the Prime Minister of Malaysia, YAB Datuk' Sri Haji Mohammad Najib bin Tun Haji Abdul Razak, Governmental members and many official domestic and foreign delegations from domestic and foreign countries. At the opening ceremony The Royal Malaysian Air Force showcased the full potential of their air power. Among the highlights were 2 x SU-30MKM, 5 x BAe Hawk Fighter Jets (Mk 108 and Mk 208), 3 x FA-18D, 7 x PC7 Pilatus, 3 x EC725 Helicopters and 3 of the brand new Airbus A400M's. After this impressive opening gambit from the Royal Malaysian Air Force and a break until mid-day, the airshow speaker, Major S. Thayala Kumar Ravi Varman announced in his unique and great voice two supersonic B-1B's coming straight from Anderson Air Force Base, Guam. What a view, when two of these magnificent "Bones" approached Langkawi International Airport. The B-1's opened the second part of the flying display but were only present on the first day of the show.

In the daily flying display were present the Royal Malaysian Air Force Solo Demo from the 11 Sqn King Cobra, the Sukhoi Su-30MKM based at Gong Kedak, and from 18 Sqn Lipan, the Boeing F-18D, based at Butterworth. Both displays were amazingly flown, and showed the full maneuverability and capacity of two different types of aircrafts. Job well done! Also in the daily flying program was the French Air Force Rafale, flown by Captain Jean Guillaume Martinez. He flew the Rafale up to G-Limits, and showed an impressive precision landing. The Royal Thai Air Force was on daily display with a powerful demo of the Saab JAS-39 Gripen from the 701 Sqn based at Surat Thani. The Russian Knights and the Golden Eagles were a welcome alternation to the fast solo jet demos. A warm return to Langkawi made the Indonesian Air Force (TNI- AU = Tentara Nasional Indonesia Angkatan Udara) Demo Team the "Jupiter Aerobatic Team". The team is equipped with 6 South Korean trainers from type KT-1B "Woongbi".

In the meantime the maritime displays were on at the Resorts World in Langkawi. Besides ships from Special Operation Command and Police, helicopters from the Royal Malaysian Navy were involved, like the Super Lynx Mk300 and the AS-555SN "Fennec". The helicopters carried special units for a hostage liberation. Another highlight in the maritime flying display was the colorful flying boat Canadair CL-415MP.

The static display was much diversified. Small aircraft like the DA-40, DA-42 and the DA-62 from the Austrian Manufacturer Diamond were showcased as well as big ones like the C-17 Globemaster III presented by the Royal Australian Air Force. Singapore brought an AH-64 Apache and a Boeing F-15SG to Langkawi. The Royal Malaysian Air Force presented many of its helicopters from Navy and Air Force at the static display. One of the most interesting types was the upgraded Sikorsky S-61A-4 "Nuri". The Royal Malaysian Air Force (RMAF) will be undertaking a Proof of Concept, where one RMAF Sikorsky S-61A-4 Nuri will be undergoing a trial upgrade to determine the best way of implementation on the entire fleet of Nuri helicopters.



KAI T-50 Golden Eagle s of the Republic of Korea Air Force's Black Eagles

helicopters. We have a list the aircraft and helicopters which were involved in the static display. On our websites, http://www.theaviationmagazine.com/LIMA_2017_review_Aviation_Magazine.htm

All in all, it was a worthwhile event to visit. It was a well organized event in a unique place on earth. Great flying demos, fantastic ground displays combined with a professional organization. Job well done!!!

The Aviation Magazine would like to express their thanks to the Media-Team, to Major S. Thayala Kumar Ravi Varman and to Lt. Colonel John Sham for the great support on site. (Scratch, many thanks!)



Royal Malaysian Air Force 's F/A-18D above

SU-30MKM, below. Note the size of the SU-30MKM judge by the pilot heads.





Su-30SM of the Russian Knights.





A rare sight A400M of the Royal Malaysian Air Force in close formation flying!

A Bombardier CL-415 tanking up for a waterbombing demo below.





Royal Malaysian Navy AS555CN Fenec 2 above and a submarine below,



Bombardier CL-415, AW 139 and AS365 above and a Indonesian AF C-130 below





KT-1B (Jupiter) Indonesian Air Force Demo Team, above



A pair of H225M (previously known as EC725) and memories of the LIMA Exhibition film strip.





So The Show Can Go On

Spring training with the RCAF Snowbirds and CF-18 Demonstration Team

By: Steve Bigg, Locked On Photography



It's a fairly strong understatement to say it takes practice to fly within a few feet of eight other jet aircraft in close formation during a giant barrel roll in the sky while executing multiple formation changes. Likewise, it's obvious to pretty much anyone when they see a CF-18 Hornet crank into a 45 degree climb while still only several feet off the runway on takeoff and then immediately execute a 360-degree dirty roll, that it took practice to perfect the manoeuvres. But honing the flight skills of an air demonstration team's pilots is just one aspect of the demanding training that teams undertake to prepare for an upcoming air show season.

The two official air demonstration teams of the Royal Canadian Air Force are the CF-18 Demonstration Team and the 431 Aerial Demonstration Squadron-the Snowbirds. They head to Vancouver Island on Canada's west coast in April each year for their final preparations before moving onto the air circuit for another season. 19 Wing Canadian Forces Base Comox is chosen to host the demo team's final preparations for several reasons. Low airport traffic load, it's shore-line location to allow for over-land and over-water practice for waterfront shows, and it's typically good spring weather usually combine to make it an ideal location for the final two to three weeks of training. This year the weather during the first week and a half in Comox was uncharacteristically bad. Cold, wind and rain were frequent and some training days were a total scrub with no flying. With their first show coming up on April 30th, the weather certainly made it more difficult than usual for the teams to complete their training; but with extra effort once the weather improved, both teams were successful at completing their lengthy list of preparations.

To be ready to hit the road for the season the teams have much more than their flying demonstration itself that needs to be practiced, checked and planned for. Spring training in Comox is the team's first shot at tackling all the behind the scenes preparation, maintenance, organization and co-ordination that it takes to make their performances look effortless away from the comfort and convenience of their home base. Skills for managing all aspects of their operations from ensuring the support trailers are completely equipped, to running through briefings and debriefings in unfamiliar spaces, maintaining the aircraft in harsh weather and getting familiar with life on the road are developed. Team support members have skills to develop as well. Public Affairs Officers for example receive coaching on narration of the air show routines from a veteran air show announcer to ensure their timing and delivery of the script is as smooth and polished as the flying demonstrations themselves. All in all, there's a lot to accomplish in a short time and the team's fans know that all this effort to prepare for the season creates a fantastic opportunity for them.

For over 2 weeks with only a day or two off, both the CF-18 Demo Team and the Snowbirds fly twice a day working up to their full performances. The public are invited to access the base's beach area directly next to the airfield fence line to watch them train. When the teams are doing over-land practice, the viewing area's location offers up close perspectives of the shows that can only be viewed in Comox.

And when the teams practice over-water and the weather co-operates, the British Columbia coastal mountains adds a spectacular backdrop to the performances. Sadly, during my visit to Comox this year to photograph the team work-ups, the mountains were obscured most of the time in cloud and haze due to the uncharacteristically poor weather. The Tuesday of my visit was an exception though and I managed to catch most what I was looking for in the performances on that day.

The Snowbirds were in good form from all the training they had done prior to arriving in Comox. However, they only flew with a 6-plane formation on the Tuesday to complete formation checks. To do these checks experienced team members fly with, evaluate and mentor new team members.

The day before on Monday, the CF-18 Demonstration Team demo pilot Captain Matthew "Glib" Kutryk, had flown his show routine in a combat grey, 2-seat Hornet bringing back bad memories of the previous year. In 2016, the yellow and black British Commonwealth Training Plan demo jet left Comox on the day I arrived for paint repairs and didn't return until after I'd left. Seeing the grey jet in the sky on Monday this year left me with my fingers crossed that all was well with the 2017 demo jet. Turned out that they were using the 2-seat jet for Glib's final altitude check with Captain Ryan "Roid" Kean, last year's demo pilot, to clear him to run the routine at low level.

The artwork for the team's CANADA 150 jet created quite a buzz amongst air show fans when it was released at the International Council of Air Show convention in November of 2016. The red, white and grey paint scheme was designed to celebrate Canada's 150th birthday. I had covered the jets unveiling ceremony at 4 Wing Cold Lake earlier in April and after seeing the jet in person had been eagerly awaiting the day I'd see the jet in the sky. With clear blue skies over the field on Tuesday, Glib took to the skies in the 2017 CANADA 150 jet and I was far from disappointed. The topside maple leaf graphic on the red paint was simply striking against the sky and the red made for excellent contrast against the vapor squeezed out of the sky by the Hornet as Glib flew his show.

Both the Snowbirds and the CF-18 Demo Team flew twice on the Tuesday but the weather on Tuesday was so poor, neither team could even fly a flat show so the Tutor jets were moved into the hangar and the teams got on with tasks to plan for the season other than flying. Wednesday, Thursday and Friday we're flyable, but only just. With a full windsock most of the time and precipitation that varied unpredictably from drizzle to rain to boarder line ice pellets, flying and shooting was a challenge but both produced decent results as the teams moved slowly forward through their training plans and I managed to catch a few more keepers.

With the show season now in full swing, the RACF's demo teams have moved on from Comox and hit the air show circuit. There's no doubt that they'll be running into maintenance, logistic and other issues as the season unfolds but the foundation of training and experience from their time in Comox sets them up to manage what comes their way; with the result being another successful season celebrating Canada's 150th birthday and exemplifying the high level of skill, professionalism, teamwork, discipline and dedication inherent in the men and women of the Canadian Armed Forces.

I'd like to thank the teams and especially Major Patrick "Paco" Gobeil-Snowbird 1, Captain Matthew "Glib" Kutryk-CF-18 Demo Pilot and the teams' Public Affairs Officers and narrators, Lieutenant (Navy) Michelle Trembley, and Lieutenant Jennifer Halliwell, for their support and assistance in covering this year's training in Comox.



U.S.



TOUR 2017



ARTICLE BY LASZLO NYARY PHOTOGRAPHY AS NOTED





The history of the Patrouille de France and their aircraft over the years

To commemorate the first centenary since the entry of the United States in the First World War in 1917, the Patrouille de France, France's premier aerobatic team decided to visit the U.S. this year. For those who may not yet be aware the Patrouille de France, (PAF) is the oldest military aerobatic team in the world whose origins go back all the way to 1931.

In 1931 France's first aerobatic demonstration took place over Étampes-Mondésir aerodrome. It was performed by the instructors from the local flying school under the command of Captain Amouroux, with Morane-Saulnier MS-230 aircraft. The team (known as patrol in France) received considerable praise, their fruits of labour was rewarded by being chosen to represent France in national and international events under the name of "Patrouille de Etampes".



Morane-Saulnier 230E



Morane-Saulnier 225C

In 1937, the Patrouille d'Étampes was relocated to the Salon-de-Provence airbase, the home of the national Air Force Academy, adopting the name Patrouille de l'École de l'air ("Flying school Patrol"). The Second World War interrupted the operations of all the aerobatic teams.

After the Second World War, in 1946 Captain Perrier, Patrouille d'Étampes veteran, re-established an aerobatic team at Airbase 705 Tours; home of the Ecole de l'Aviation de Chasse (Fighter Pilot School). The team was once again the team was named after the location as the "Patrouille de Tours" composed of 12 Stampe SV4C in 1946. In 1947 the team was given the name "Air Force Presentation Squadron" by the Air Force Department. As their popularity increased of their performances, a number of similar units were formed within the Air Force. Interestingly enough their crest stated "Patrouille d'Étampes".



Stampe et Vertongen SV4

The first French Air Force aerobatic team with jet aircraft was established in July 1950 at BA 102 Dijon-Longvic, under the command of the 2nd Fighter Squadron, Commander Gabriel Gauthier with Captain Marias, as Patrouille de Dijon. The team was equipped with four De Havilland Vampire jet fighters. Their first public presentation took place on March 8th, 1951 with Commandant Delachanal, Lieutenant St Macary, Lieutenant Robert & Sergeant-Chef Colignon. The 2nd Fighter Squadron participated in nearly thirty aeronautical events in France and abroad.



DH 100 Vampire FBMk.5

EC 03.002 "Alsace" BAT 102 Dijon-Logvic 1951

In 1951, Captain Marias founded another aerobatic team from the 4th fighter squadron, based at Friedrichshafen, Germany, but very little is known about this team or at least available on the internet.

In 1952, shortly after the USAF Skyblazers aerobatic team's visited France, based out of Fürstentfeldbruck, Germany, flying the Republic F-84E Thunderjets, Commandant Delachenal was inspired to establish another aerobatic team utilizing the F-84G version based at Air Base Reims in 1953. While there was no official name for the team, as these teams were named after the base they were stationed at.

On May 17th, 1953, during their visit to an international aerobatic display at Maison Blanche, Algeria, Jacques Noetinger, the show announcer got carried away and his excitement proclaimed to the public "Ladies and gentlemen, the Patrol of France greets you!". On September 14th of the same year, the Air Force staff approved the name. The four pilots who flew were congratulated by Mr. René Pleven, Minister of National Defence and The Armed Forces, at the end of their demonstration at the Bourget meeting.



F-84G Thunderjet

As flown by Patrouille de France in 1953. From Escadron 1/3 Chasse de Rheims, Navarre. 51-10885 was an ex-USAF aircraft

In 1954 as the French aircraft manufacturers started to produce their first jet fighters en masse, the French Air Force headquarters ordered the establishment of a new Patrouille de France team flying with the Dassault MD-450 Ouragan "Hurricane" their latest fighter. The MD-450 jets were from the 2nd fighter squadron based at Dijon-Longvic.



MD450 Ouragan

As flown by Patrouille de France in 1956. This aircraft is from E.C. 2/4 LaFayette BA 136 Bremgarten

From 1955 until 1956 PAF was assigned to the 12th squadron based in AB Combre initially with the MD-450 but later transitioned to the Dassault Mystère IV fighter. In 1956, the 4th squadron in Bremgarten, Germany, had the honour to carry on the name but reverted to the MD-450.

From 1957 until 1961, the 2nd squadron based in Dijon were selected once again to be the "Patrouille de France" equipped with the Mystère IV fighters. At that time, the team flew 11 aircraft.

Between 1962 and 1963, the 7th squadron at AB Nancy was honoured to carry on the name. In January, 1964, due to military budget cuts the "Patrouille de France", which flew expensive to maintain fighter jets, was on the verge of being disbanded.



MD454 Mystère IVA

Patrouille de France 2ème E.C. BA 102 Dijon-Longvic 1961

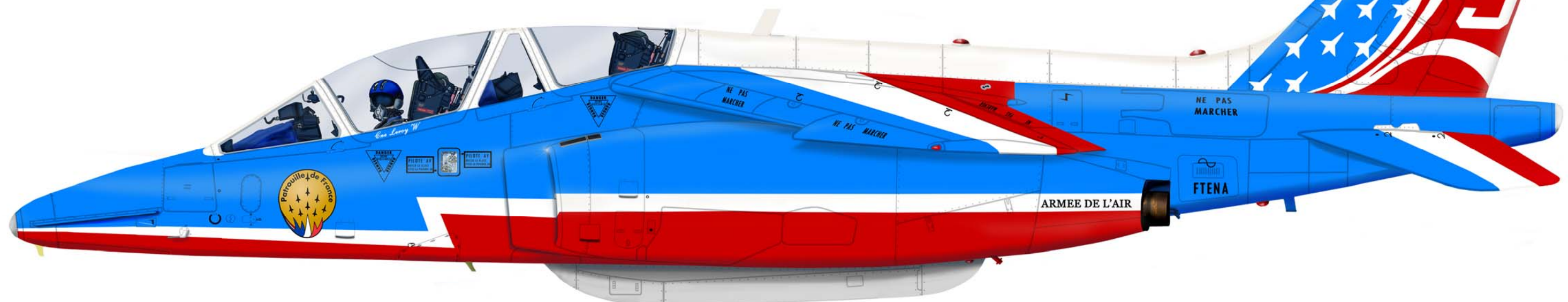
On February 10th, the commander of the Flight School at Salon-de-Provence, sent a telegram to the Minister of Defence, that they will assume the name for their own "Patrouille de l'École de l'air" (the successor to the Patrouille d'Étampes) to save the heritage and the name of Patrouille de France. Patrouille de l'École de l'air was operating the more economical CM Fouga Magister jet trainers since 1957. As of that date onwards the Patrouille de France is based out of Air Base Salon-de-Provence. The last demonstration with the Fouga Magister was on September 16, 1980, at the Meeting of Salon-de-Provence. The total number of team aircraft varied from six to eleven over the years, but it was finalized at eight.



Fouga CM.170 Magister

As flown by Patrouille de France in 1968. Note the Flight School emblem
BA 701 Salon-de-Provence

In 1981, Patrouille de France received the brand new Dassault-Dornier Alpha Jet training aircraft. Built by the French/German consortium. Initially, the team received seven airplanes and then in 1982, the team was expanded with an additional aircraft. Ever since 1982, Patrouille de France has been flying in their familiar eight ship formation.



Dassault/Dornier Alpha Jet

As flown by Athos 5 Patrouille de France on their US Tour.
BA 701 Salon-de-Provence



2017 US Tour patch of the Patrouille de France



Images from the PAF Archives



Morane Saulnier MS 225, 1936

Patrouille de Etampes pilots and their Stampe SV4C aircraft at air shows and in the air, the last frame is at Manchester Barton, UK, in 1951



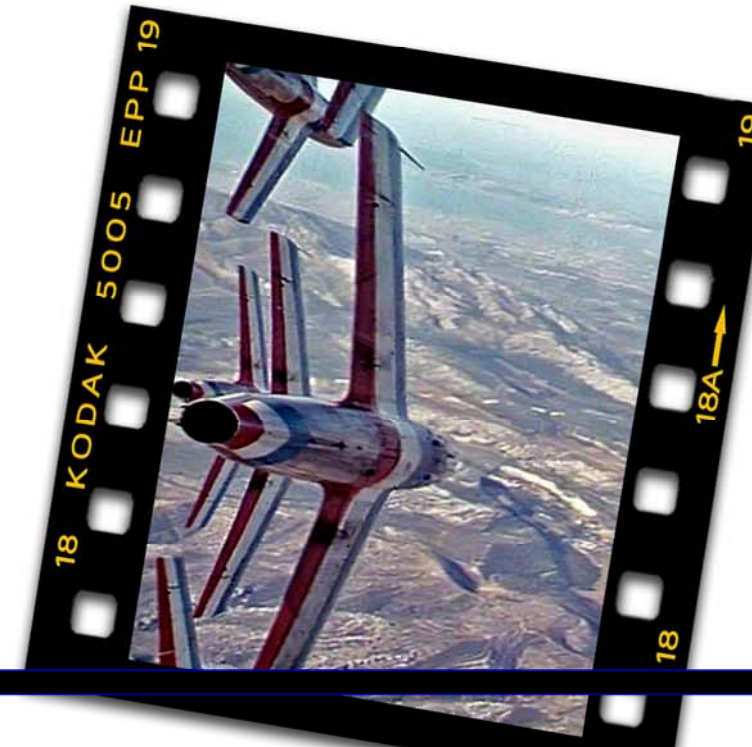
Vampires performing in 1951

MD450 Ouragan with the Flight School emblem, 1954

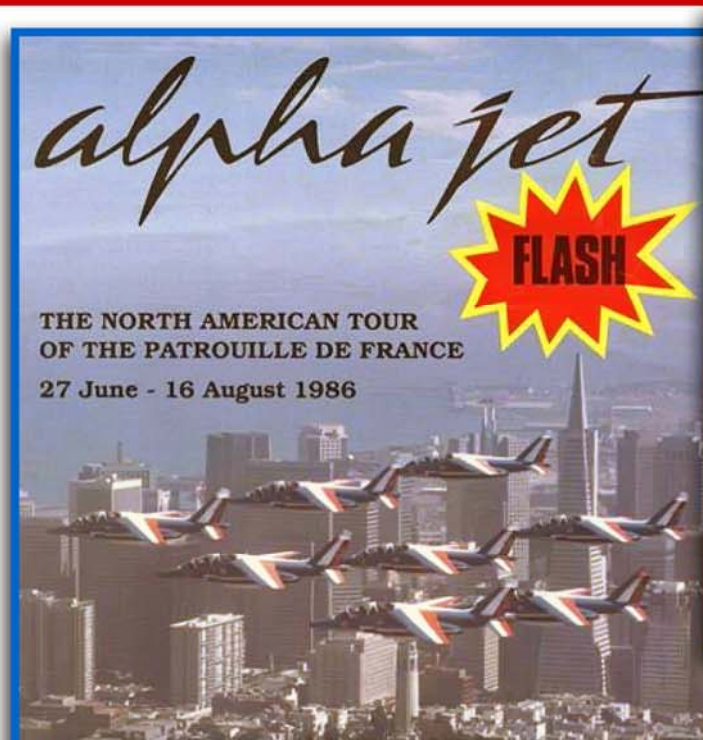
MD455 Mystère IV with a new emblem performing at air shows from 1957-1961, above and mid frames below



LTT Robert one of the four aerobatic pilots who flew the Vampire, 1951



CM Fouga Magister from 1964



SCHEDULE OF AIRSHOW EVENTS

- 12:00 to 1:00 p.m. - Demonstration Flights by Ultra Light Aircraft and CT-33, CF101 Aircraft Depart for positioning for Airshow
- 1:00 p.m.
- ▶ LA PATROUILLE DE FRANCE Aerobatic Team Flying 9 Alpha Jets Open the Show with a 30 minute display
 - ▶ CT-33 from 414 (EW) Squadron, North Bay 6 Minute Display
 - ▶ CF-101 from 414 (EW) Squadron, North Bay 5 Minute Display
 - ▶ The Snowbirds Aerobatic Team Take-off
 - ▶ Buffalo Transport Aircraft - 424 Squadron, Trenton, Ontario 8 Minute Display
 - ▶ The SNOWBIRDS Flying 9 CT-114 Tutor Aircraft from 431 (AD) Squadron, Moose Jaw, Saskatchewan 28 Minute Display
 - ▶ A-10 Tactical Close Support Aircraft - 75th Tactical Fighter Squadron, England Air Force Base, Louisiana 12 Minute Display
 - ▶ Tiger Moth-Skybolt Flown by Captains J. Williams and H. Dielwart - 414 (EW) Squadron, North Bay 6 Minute Display
 - ▶ Air Ontario Convair 580 Flight arrives from Toronto via Sudbury
 - ▶ CF-18 Tactical Fighter Aircraft - 410 Squadron, Cold Lake, Alberta 12 Minute Display
 - ▶ LA PATROUILLE DE FRANCE and C-140 Transall Support Aircraft Depart for Ottawa
 - ▶ Air Ontario Flight departs for Winnipeg via Sudbury and Thunder Bay
 - ▶ The FRECCIE TRICOLORI Aerobatic Team Flying 10 Aermacchi MB-339 Aircraft Close the Show with a 21 Minute Display
- CONCLUSION TIME APPROXIMATELY 3:40 p.m.



In 1986 PAF visited the USA with several flyovers and air shows. I could not locate any images from that visit apart from the top left one. PAF also visited Canada for an air show at CFB North Bay, with the help of the Canadian Forces Museum of Aerospace Defence, 22 Wing North Bay, Department of National Defence/Government of Canada, we were able to locate the above images of their arrival and air show at CFB North Bay. The (3) images from the "Collection of the Canadian Forces Museum of Aerospace Defence".



PAF was not only the first aerobatic team in the world, they also achieved another first when Commandant Virginie Guyot a fighter pilot of the Armée de l'Air was appointed leader of the Patrouille de France, becoming the first woman in the world to command a precision aerobatic demonstration team. Images above and below were taken in Malta in 2010.





1953 2013

50
PATROUILLE
DE FRANCE

1953
2013



68

THE AVIATION MAGAZINE July-August 2017



69

THE AVIATION MAGAZINE No 51

The Team



© Guillaume Lecomte / Armée de l'air / Défense

Patrouille de France pilots posing at Salon-de-Provence before their departure. All of them are highly skilled air force pilots with thousands of flight hours in several fighter and strike aircraft types. We are introducing the Team in detail on the following pages.

Worth noting that the PAF aircraft are displaying images of WWI French Ace pilots next to the Flight School emblem. The Aces are also shown besides the pilot descriptions.



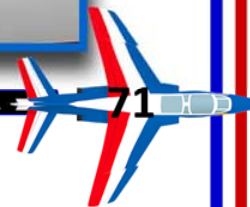
© Olivier Ravenel / Armée de l'air / Défense



Capitane Georges Madon with 41 victories on the right side of aircraft #0 above, and Capitane Alfred Heurtaux on aircraft #9, below.



Detail images © 2017 L. Nyary





ATHOS 1

LEADER

**Commandant
Christophe DUBOIS**

3^e année dans la patrouille
2 200 heures de vol
Pilote de Mirage 2000-5

MÉCANICIENS

Adc Christophe Seva
et Sgc Julien Da Trintade



Georges Guynemer

ATHOS 4

CHAROIGNARD

**Commandant
Nicolas LIEUMONT**

2^e année dans la patrouille
2 000 heures de vol
Pilote de Mirage F1 CR
et de Mirage 2000 C

MÉCANICIEN

Sgc Vincent Obiols



Charles Nungesser



ATHOS 2

INTÉRIEUR DROIT

**Capitaine
Damien BOURMAUD**

2^e année dans la patrouille
3 100 heures de vol
Pilote de Mirage F1 CR
et de Mirage 2000D

MÉCANICIEN

Sgc Philippe Colin



Joseph Vuillemin

ATHOS 5

EXTÉRIEUR GAUCHE

**Capitaine
William LEROY**

6^e année dans la patrouille
3 300 heures de vol
Pilote de Mirage 2000-5

MÉCANICIEN

Sgc Séverine Caux



René Fonck



ATHOS 3

INTÉRIEUR GAUCHE

**Capitaine
Cyril TOUZET**

2^e année dans la patrouille
2 200 heures de vol
Pilote de Mirage 2000-5
et Rafale

MÉCANICIEN

Sgc Jérôme Garreau



Maurice Boyau

ATHOS 6

EXTÉRIEUR DROIT

**Capitaine
Bertrand TARDIF**

3^e année dans la patrouille
3 200 heures de vol
Pilote de Mirage F1 CR

MÉCANICIEN

Adj Olivier Grandjean



Jean Navarre





ATHOS 7

LEADER SOLO

**Capitaine
Hervé AUBERT**
5^e année dans la patrouille
3 500 heures de vol
Pilote de Mirage 2000-5

MÉCANICIEN
Sgc Grégory Guimpied



René Dorme



ATHOS 8

SECOND SOLO

**Capitaine
Benjamin CHANAT**
4^e année dans la patrouille
3 300 heures de vol
Pilote de Mirage F1 CR

MÉCANICIEN
Adj Lionel Viers



Adolphe Pégoud



ATHOS 9

REMPLAÇANT

**Capitaine
Benjamin MICHEL**
4^e année dans la patrouille
3 200 heures de vol
Pilote de Mirage 2000-5

MÉCANICIEN
Adj Jimmy
Rakotomalalavololona



Alfred Heurtaux



The A400M Atlas support aircraft leaving for North America from Salon-de-Provence, above.
In the cockpit of the Alpha Jet onwards to North America.



Patrouille
de France

MAP OF EVENTS



All images © Olivier Ravenel / Armée de l'Air / Défense

NEW YORK



NEW YORK

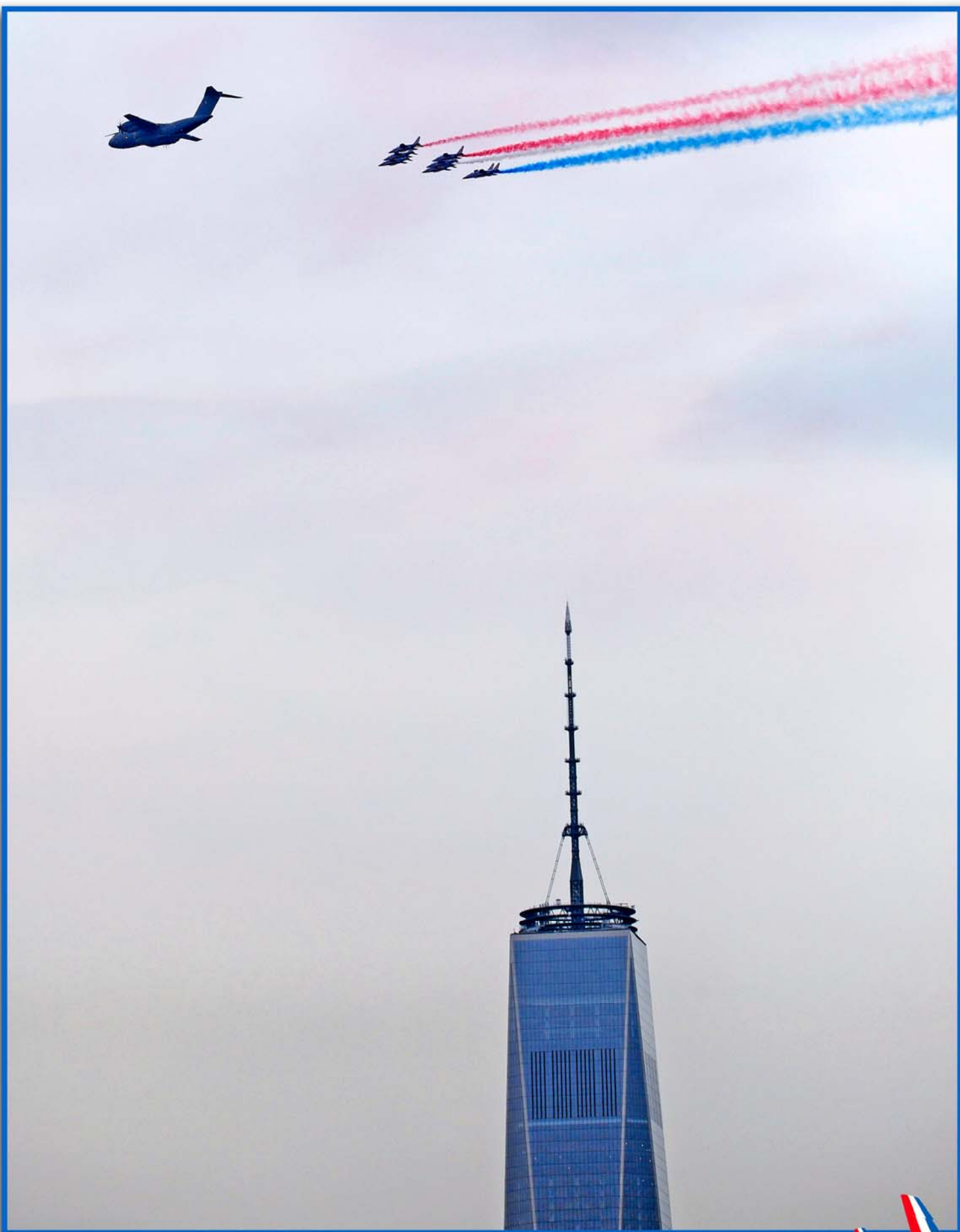


2017 © Brian R Veprek

From the ground PAF with the A400M Atlas photo platform aircraft lover Manhattan above and right page. PAF pilots who flew over NYC, below.



© Olivier Ravenel / Armée de l'Air / Défense



2017 © Brian R Veprek

All images © Olivier Ravenel / Armée de l'Air / Défense

Florida

Flyover the NASA Space Center in Cape Canaveral



All images © SGC MORTREUIL JULIEN EPAA/ARMEE DE L'AIR





Kansas City



M. JOUARY / ARMÉE DE L'AIR



© Olivier Ravenel / Armée de l'Air / Défense



© Olivier Ravenel / Armée de l'Air / Défense





M. JOLAR / ARMÉE DE L'AIR



© Olivier Ravenel / Armée de l'Air / Défense



Grand Canyon - US West



All images © 2017 Katsuhiko TOKUNAGA



Sacramento



2017 © Geoffrey Arnwine

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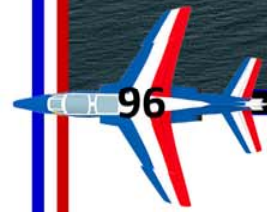
2017 © Geoffrey Arnwine

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San Francisco

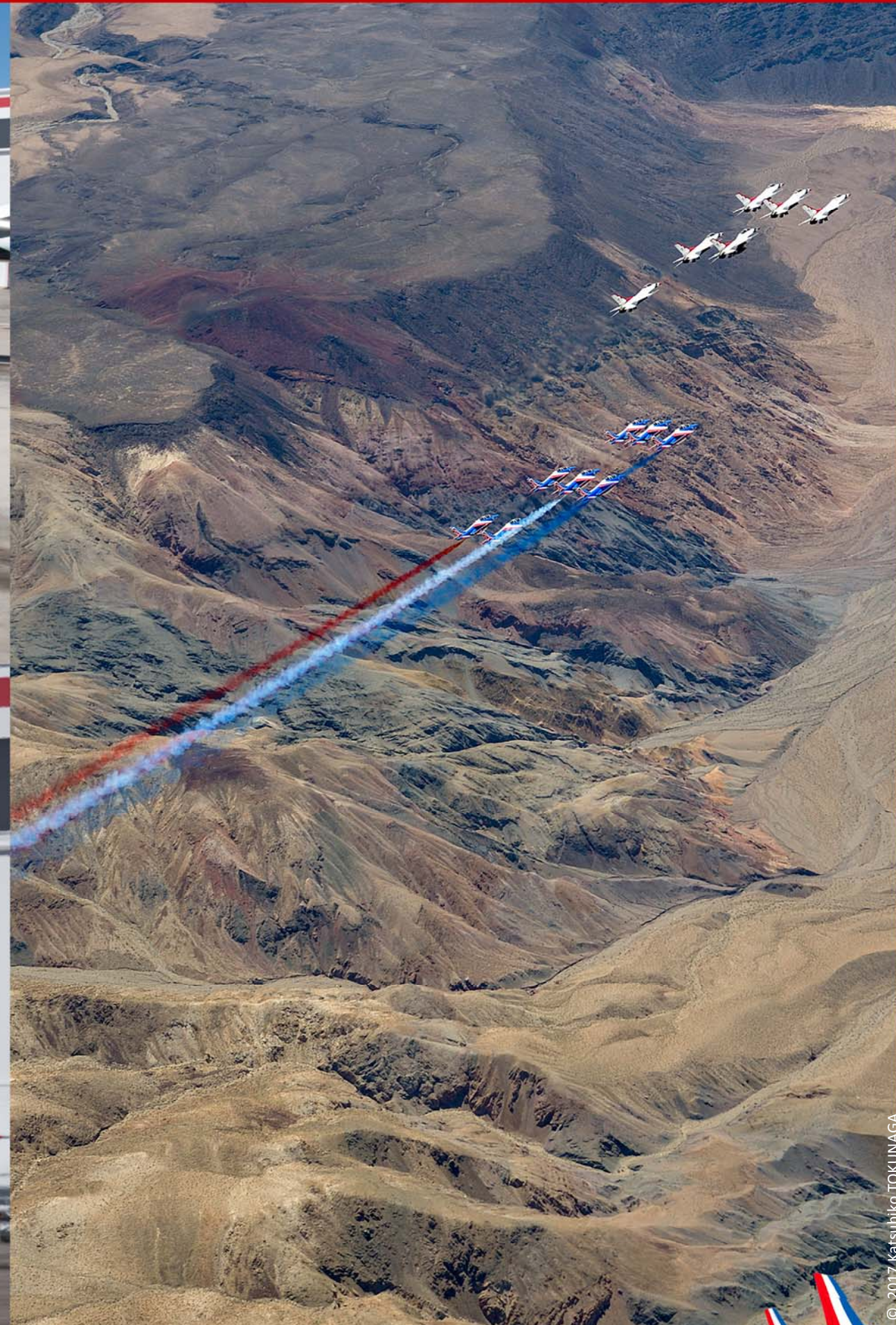
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Nellis AFB





Norfolk Naval Station



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M. JOUARY / ARMÉE DE L'AIR



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© Olivier Ravenel / Armée de l'Air





On April 30th the only appearance of Patrouille de France in a Canadian air show was scheduled to celebrate Canada's 150 years of Confederation, and to reinforce the historic bond between Canada and France, which was strengthened during the Battle of Vimy Ridge in 1917, and subsequently on the ground, in the air and at sea during the Second World War.

Saturday April 29, was designated for the media only (mostly just photographers, I might add). The media was restricted to the Vintage Wings ramp from 9 to noon, due to Transport Canada, because it was an active airport, funny not even one civilian flew in or took off, but go figure. Only during the military authority from noon to 3 pm we were able to go to the designated media area and take photos of the ongoing practice activities. Eventually we had "group" static visit, which was far from satisfactory to take good images from different angles of the static aircraft, which included surprisingly 2 RAF Eurofighter Typhoon FGR4s, who flew up from Langley AFB, from their joint Atlantic Trident Exercise with the FAF, RAF and USAF. It would have been better to send the much better looking and interesting FAF Dassault Rafale instead than the RAF multi-role fighters. It was a very windy, cold but at least a sunny day.

For Sunday the public day, the weather turned nasty. It was overcast with ugly grey cloud cover and only 3 Celsius. And that was just after the gates opened to the public. The wind picked up and around 9:30 am, ice pellets started to fall. Then the rain started too, it was on and off with varying severity. Over all it was just plain miserable: damp, windy and cold, far from being an ideal weather for an air show. Personally, I have been at 150+ air shows over the years and by far this was the nastiest.

Around 10:30 am the first 3 PAF Alpha Jets arrived from the Air Tattoo at Norfolk, Virginia, on their way back to France, and landed quickly in the pouring rain. Shortly after their arrival the Chinook arrived from CFB Petawawa too. Right on the schedule at 11:30 the Airbus A400M arrived bringing in the rest of the nonperforming crew and staff of the FAF. It performed an impressive extremely short landing for such a large aircraft and just about turned on a dime on the runway as it taxied slowly into the "hot zone". This was the first time that the A400M Atlas been seen at an air show in Canada, even if it was just a static in the "hot zone". It is interesting to note that the A400M has 4 counter rotating 8 blade propellers. The two engines closest to the body rotate towards the wing tips and the two outside engines rotate towards the body. Shortly after the A400M's arrival in groups of three the other Alpha Jets landed too. At noon the Sky Hawks Parachute Team took off in the Chinook and opened the show, despite the cold, messy mix of rain and ice pellets. The first jumper had a large French tricolor flag.

The Snowbirds flew next, despite the weather they did a good show for the cheering crowds, who had to be truly dedicated to put up with the miserable weather. After the Snowbirds, a pair of CT-155 Hawks took off just around 2 pm. Around 3:15 pm, PAF eventually flew but only performed a "low show" due to the pouring rain. PAF performed together with the Snowbirds of a flyby on Monday over the Parliament buildings and then continued to Montreal, and back to CFB Bagotville. However, there were no other public performances due to the bad weather, ending their North American tour. For additional images please see: www.theaviationmagazine.com/AERO150_Gatineau_airshow_review_Aviation_Magazine.htm



All images on this page © 2017 L. Ivary



The A400M arriving on Sunday main image and the ShyHawks with the French flag, above.



© 2017 L. Nyary

The CP-140 Aurora from the media day doing a touch-'n-go, above.
The CH-147F Chinook departing with the ShyHawks for the parachute drop on Sunday, below.



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Canadian Forces Museum of Aerospace Defence

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705-494-2011 ext. 2261

The Canadian Forces Museum of Aerospace Defence strives to inspire within diverse audiences a deeper understanding and connection to Canada's historical and current contributions to air defence by creating lasting connections to its history and artifacts.

-Museum Mission Statement



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Air Force History!



Discover

Experience this fascinating history through our collection, dating from the First World War into modern day



Sit in a cockpit and work the controls of a CT-133 Silverstar "T-Bird" jet

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"The Pinetree Shop" Gift Shop

Hours change seasonally, please phone ahead for current hours

Appointments or group visits available outside regular hours with advance reservation



Explore

Interact with our history while investigating with exploration games and touching some of the artifacts



Remember

Learn about and appreciate the continuing efforts by Canadians as they defend our airspace

Some images courtesy DND Photo.



Canadian Forces Museum of Aerospace Defence

www.aerospacedefence.ca





Despite the rain the WWII warbirds took off: Corsair on top and Hurricane in the middle.



Despite the miserable weather the PAF took to the skies for the few diehard fans who stuck it out all the way



Ottawa



Montreal



All images M. JOUARY / armée de l'air

THE END OF A JOURNEY

Written by: LTT Antonia Buroni, May 3, 2017

That's it, we come to the end of our American adventure. After our return to the East Coast of the United States, with the stopover at Langley and Stewart, we landed at the naval base of Norfolk, Virginia. Subsequently, we performed a demo and two passages for the NATO Tattoo Festival.

The NATO Allied Command (NATO), which is responsible for overseeing the transformation of the military capabilities of NATO countries, is located at Norfolk Naval Base. It is headed by General Denis Mercier, former Chief of Staff of the Air Force, who is now Supreme Allied Commander Transformation since September 2015.

On the day of our arrival on April 26, 2017, we presented our demo to several civilian and military officials, including General Mercier and Norfolk Mayor Kenneth Cooper Alexander. We made a first pass, on April 28, over Scope Plaza in Norfolk. We dropped the tricolor flag in the sky of the city as the Flag Raising ceremony took place. A soldier from each of the 28 NATO countries presented his flag while part of the anthem was being played. That same evening we had the honour of attending the Virginia International Tattoo, a great show where a number of military musical ensembles from around the world, including the Air Music, performed.

The next day, when the Parade of Nations, a large parade in the streets of Norfolk where each country of the organization showed its culture and heritage was held, we flew over the city again. April 30 was our last day of presence in the United States. We left for Canadian neighbours that day for the Gatineau air show "Aero150". This air show celebrated two great events in the history of Canada.

First of all, Canada celebrates its 150th anniversary this year. The country was born on July 1, 1867, made up by four 4 provinces; of Quebec, Ontario, New Brunswick and Nova Scotia, this is known as the Confederation of Canada. The other event honoured at this meeting was the 100th anniversary of the Battle of Vimy Ridge. This battle took place during WWI in this French commune located between Lens and Arras, and was won by the Allies. In April 1917, after four days of fighting, the Canadians managed to take Vimy Ridge, but at the cost of more than 10,600 soldiers wounded and killed. This battle is very important for Canada because, for the first time since the beginning of the First World War, the four divisions of the Canadian Corps fought side by side.

The weather was not with us on April 30, for the air show with a cloudy sky and a lot of rain. We therefore presented our "bad weather or low show" demo. We have had the opportunity to meet with our Canadian counterparts, the Snowbirds, who are the Canadian Armed Forces' aerobatic team. We were able to admire the performance of their 9 aircraft, the CT-114 Tutor, a training and ground attack aircraft designed by Canadair.

On May 1, the demo that we had planned to perform in Montreal was cancelled, the sky being too low for us to be able to fly safely.

During our transit on May 2, we were able to fly with the Snowbirds on certain parts of the route. At their side, we flew over Parliament in Ottawa, but also Montreal. These passages were rich in symbols of the strong ties between Canada and France.

We begin the return ferry, with stages planned in northern Canada, Greenland, Iceland and Scotland. The landing on our Salon-de-Provence base was scheduled for May 6th.



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