

AirshowStuff

Magazine

Inside:

**Golden Knights
AMC Rodeo
Radom, Poland
Wings Over Camarillo
Oshkosh
Photo Contest
Reports From the Field
and more!**

September 2011



Photo Contest

If you are a photographer, pick your best shot and enter our monthly photo contest! Just take your photos at an airshow or airport and send them in to RS@AirshowStuff.com!

Photo Contest Rules

- Two entries per person per month.
- All entries must be your own work.
- All photographs must be from the current calendar year.
- Photos must be at least 1000 pixels on their longest side.
- The photographer retains all rights to the entered images.

We will review all of the entries and pick one winner and two runners up to get published. The winner will receive a free DVD set or 8x10 print of their choice from AirshowStuff.com. If you don't win, try again next month! Good luck!

- 6 Vintage Wings:
The Three-Motored Flying Circus
- 10 Book Review: *Fighter Pilot*
The Memoirs of Robin Olds
- 14 An Interview With Author Mike Machat
The Republic XR-12 Rainbow
- 16 Golden Knights: A Photo Essay
- 24 AMC Rodeo 2011
International Airlifter Competition
- 34 Centennial of Naval Aviation Section
 - 36 Naval Aviation History: Post Korea to 'Nam
 - 42 Special Paint Scheme Profiles
- 54 Photo Contest
- 56 Radom Airshow 2011
Polish Thunder
- 64 Wings Over Camarillo 2011
- 72 Oshkosh 2011
- 94 Reports From The Field

How does this work? It's easy! Simply scroll from page to page, or use the book-marks to jump to specific articles.





Thanks to those who contributed to this issue!

See yourself here!

If you are an airshow enthusiast, we want your help! Everything you see in this magazine is created and submitted by people like you. All it takes is a simple e-mail each month with photos or articles you would like to submit. We may even be able to help you get a media pass if you cover a show for us! If you would like to join our team, please drop us an e-mail at **RS@AirshowStuff.com**. We'd love to have you!

This publication is copyright 2011 Ryan Sundheimer and may not be printed, edited, sold, or distributed without prior written consent. All photographic and textual works submitted and used in this publication remain property of their respective owners.

Chris Adolor
Joseph D. Ahmad
Alan Barbor
Patrick Barron
Nate Burrows
Damon Duran
Jeremy Hampton
Travis Hampton
Kevin Helm
David Jacobson
Steven King
Steve Klett
Mark Kolanowski
Pete Langlois

Melanie D. Lee
Mark E. Loper
Eric W. Miller
Michael Misorski
John Nyren
Michael Pentrak
Alan Radecki
Christopher Roberts
Eric A. Rosen
Fred Shabec
Matt Shinavar
Pieter Stroobach
Dennis Vos
Michael Wignall

AirshowStuff Online Magazine Staff

Editors: Ryan Sundheimer
Anthony Richards
Chad Grosvenor
Alicia Michalski

Coordinator: Chad Grosvenor

*If you can dress yourself,
And you like to fly,
You will love these.
Check out the AirshowStuff Store
for some awesome apparel!*



The Inman Bros. Flying Circus Ford Trimotor begins to taxi out with another load of thrill-seekers on board, most of whom are probably taking their very first airplane ride. The wing of a Stinson Model T trimotor can just be seen behind the Tin Goose, and a smaller, single engine aircraft, probably also operated by the Inman Bros., lands in the distance. (Photo from the MojaveWest Vintage Photography Archive)

What is *Vintage Wings*?

In the 1920s and 30s, airshows were, in some ways, quite different than they are today: aviation then didn't have a long, rich history to look back upon, to become nostalgic over. Rather, aviation represented a look forward. A fascination with the shiny new future of sky travel gripped much of popular America, and just about any time one of these fancy and remarkable new machines alighted in a field outside of a small

town, people rushed out to see it, and a defacto airshow happened. Coincidentally, it was a new era in photography, as well. Thanks to Kodak, cameras were no longer the realm of the professional studio or itinerant photographer, they were becoming a popular way that ordinary people could record what they found exciting around them, and the snapshot was born. And of course, the new "aeroplanes" often fit that bill. As

a result, now 70 to 80 years later, we have a hidden treasure in vintage non-professional snapshots, a window back through which we can clearly see the excitement that flying machines brought. Vintage Wings will be taking just such a look back – and discover some surprising threads of history – mostly utilizing never-before-published photos, at yesteryear's airshows and the new-fangled machines that graced the sky.

Article by Alan Radecki

It is a hot, dry day, probably somewhere in Kansas, in the mid-1930s, and the circus has come to town – but this is a performing troupe like no other. It is the famous Inman Bros. Flying Circus, a traveling airshow that fea-

tures, as its centerpiece, a "Giant 14-Passenger Ford Tri-Motor", as the posters that were plastered around the little Midwest towns attest. Folks who flocked out to the farm which was being used as an impromptu airfield were treated to aircraft performing stunts, daredevils jumping out of

A vintage poster advertising the arrival of the Inman Bros. Flying Circus at the Bobb Farm, two miles north of the town of Lyon. A lucky thrill seeker has affixed his airplane ride ticket from the day. (Image courtesy of EarlyAeronautica.com)

SPECIAL

AIRPLANE RIDES

Long High Night
Rides \$1.00 Per
Passenger

50^c

EXTRA LONG
Excursion Trip
With Added Thrills \$1.00

GIANT 14 Passenger TRI-MOTOR FORD

ADMISSION
FREE

FIELD
LOCATED
2 MILES
NORTH BOBB
FARM
ON HIGHWAY 14

INMAN BROS.
FLYING CIRCUS
GOOD FOR ONE
AIRPLANE RIDE

We Are Using
PHILLIPS "66"
GAS AND
MOTOR OIL

FLYING UNDER
SUPERVISION
U. S. GOVERN-
MENT.

LYONS

TUES., WED., Oct. 16-17

NOTE: INMAN BROS. OPERATING AIRPLANE NO. 517.

them and floating to the ground under a canopy of silk, and for a precious dollar (remember, it was the Great Depression, and a dollar was not always easy to come by, or to spare), one could ride into the sky for a thrill of a lifetime.

The Ford 4-AT-B (c/n 4-AT-23) Trimotor NC5577 had been originally delivered to Maddux Airlines in 1928, and then was sold several times to operators in California and Pennsylvania, before being purchased by Author Inman on June 26, 1934, for use in the barnstorming venture, the Inman Brothers Flying Circus, that he and his brother Rodger were operating from Coffeyville, Kansas.

About the same time that the Inman Brothers picked up the Trimotor, a young aircraft mechanic and commercial pilot whom the brothers had known came looking for work. This young man had taken his first airplane ride from a barnstormer at the age of 11, and was bitten by the aviation bug. He started taking flying lessons at 15, and by age 20, in 1934, he had earned his mechanic's license and his commercial pilot's license. Needing a way to build flying time and earn a few scarce dollars, he sold tickets and helped to maintain the Circus planes' engines.

That young man was none other than Alvin "Tex" Johnston, and he went on to fly for the Army after the bombing of Pearl Harbor, serving as a ferry pilot. In 1942 he was hired as a test pilot by Bell Aircraft, and in 1946 won the prestigious Thompson Trophy in a modified P-63. After working

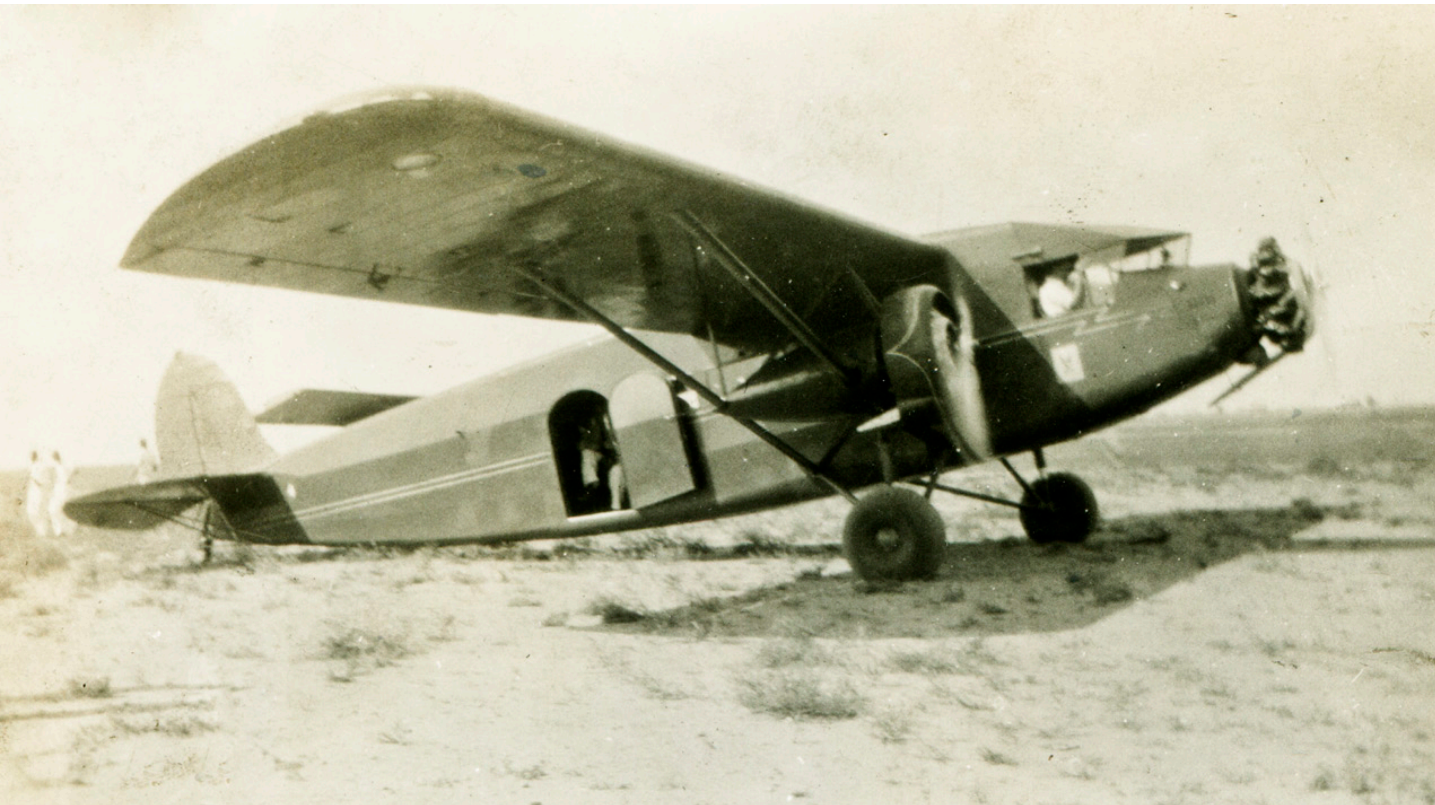
in a number of their programs, Tex became the test pilot for the XP-59, America's first jet. He also helped design and test fly the Bell X-1 in which Chuck Yeager first broke the sound barrier.

After Bell, Johnston became chief test pilot at Boeing, and it was there that his barnstorming skills came to the attention of the whole world when, on a summer day in 1955, he performed his now-famous, but then wholly

unexpected barrel roll in the Boeing 707 prototype (technically the Model 367-80) above the crowds attending Seattle's Gold Cup Hydroplane Races. But long before that history-making stunt, he had served as a humble mechanic and ferry pilot on an old Tin Goose in a flying circus, in dusty Kansas.

The plane stayed with the Inmans from 1934 to 1939, when it was sold to Oscar "Nick" Nichols, one of the partners of Phenick

Flying Service in Columbus, Ohio. In 1942, Nichols sold the Ford to the Government, and the Army Corps of Engineers used it and another Trimotor in Costa Rica to support the construction of the Pan American Highway. With the completion of the project, the Corps sold the aircraft off locally, and at that point NC5577 disappears from the thread of history, but not before leaving its very distinctive mark.



An ex-American Airlines Stinson SM-6000-B trimotor taxis, presumably as a part of the Inman Bros. act. Smaller than the Ford Trimotor, the Stinson Model T, as it was also known, carried only 10 passengers. Only 53 of these aircraft were built, and only two have survived into the 21st Century. (Photo from the MojaveWest Vintage Photography Archive)

On the same day that NC5577 was flying and entertaining the crowds, the amateur photographer who shot the Ford also shot this Stinson Model T trimotor, also known as an SM-6000B. Originally bought by American

Airlines for \$22,500, the Model Ts were sold to Delta Air Lines in 1934 for a mere \$5,400 each, and they didn't last long with that carrier. While this aircraft still carries American's colors and distinctive lightning bolt stripe, the logo and

titles are gone. Although there is no record, that I could find at least, of the Inman Brothers using a Stinson Model T in the Circus, this old photo suggests that it might have been a possibility.

Feel the Jet Noise! Smell the Smoke Oil! Relive the Thrill!

Every year we shoot dozens of hours of footage at some of the biggest aviation events in the country, all so you can take the action home with you! Whether its a specific show, on-board footage, or a special collection, you'll get some great footage that you'll want to play over and over.

Check out AirshowStuff's DVDs and bring the airshow to your living room!



Fighter Pilot: The Memoirs of Legendary Ace Robin Olds By Christina Olds

Courtesy of Christina Olds

Article by Christopher Roberts

There are some on this earth that are destined for a certain life. It is in their DNA, as if their path is pre-written from birth to death. This is the case with Robin Olds. Robin Olds was born to fly, and not only was Robin Olds born to fly, he was born to be a fighter pilot. From listening to stories told by the famed aviator Eddie Rickenbacker in his living room as a young boy, to becoming the last American Triple Ace, Olds lived a life that would be the

envy of most. His life stories are chronicled in the excellent book *Fighter Pilot: The Memoirs of Legendary Ace Robin Olds*, written by his daughter Christina Olds.

After 30 years of service in the United States Air Force some of Robin's good friends tried to persuade him to write memoirs of his life's journeys. Over the course of the next 20 years, Olds would occasionally scribble down some notes of a dogfight he encountered or of his time spent in England, but never a flowing story of his life. During his retire-

ment Robin preferred to attend reunions and visit with old friends over sitting in front of a computer. Olds also thought it was egotistical to write a story about himself.

As he grew older, his daughter Christina Olds began to help her father with his memoirs. Many published authors came to see Robin in an effort to help him finish his work, including Tom Clancy. True to his form, Robin would have no part and would always respond, "Hell No! Nobody's going to put words in my mouth. I'll finish it." Eventually Christina was convinced that she would have to finish her father's work, so she started the daunting task of collecting all the stories that made up Robin's life. Through incomplete journals, letters, interviews, magazine articles, and unfinished work by Robin himself, Christina began what would become a 15 year project to finish her dad's story. In 2007, as Robin's health started to decline, he expressed his disappointment that he hadn't finished his memoirs. Robin told his daughter that she was the only one that he trusted to write his story. A week later, Robin Olds passed away at the age of 84.

After her father's passing, Christina struggled with the book until she decided to take the approach of writing the story in first person. That decision by Christina Olds is what makes this a great book. Throughout the entire story there are instances in which the reader constantly has to remind themselves that Robin didn't write the story. Yet

Steve Klett



Courtesy of Christina Olds



as you read, you can visualize an old WWII Ace sitting at the O-Club with a beer reenacting a dogfight, using his hands as planes as all fighter pilots do. The book also gives the reader an intriguing look at what life was like as a fighter pilot during some of the most trying times in American history. The book paints a vivid picture of the American drive to defeat Hitler, and with it the incredible loss of life on a daily basis. Olds also recalls the struggles in Vietnam with an America that was indecisive about its goals. Through the best of times and the worst of times, Robin Olds remained an amazing man who would do anything his country asked of him. It is a great story of the battles, both internal and external, that the great

Advertise Here!



**We get 20,000+ issue views each month,
including producers of shows all over the US and Canada,
and each issue is available for free at all times.**

NEED WE SAY MORE?

American aviator had to face.

For the aviation fanatic this book will not disappoint you. Similar to most aviation stories, the heart and soul of this literary piece lay in the clouds that Robin Olds loved to be in. In this book you will here stories of Robin's days fighting the Luftwaffe over the skies of Germany, creating the first jet demonstration team, and his commanding days in the Vietnam War. The book is very easy to read, and the reader will be hard-pressed to put it down when they are in the midst of an aerial battle scene. Even more than that, in my eyes this is an important book to read for its historical value. Honestly before reading this book I had never heard of the name Robin Olds. I surmise that it has to do with my younger age, if you count 30 as young. When I asked my father, who grew up during the Vietnam War, if he knew who Robin Olds was, he answered, "You mean the Triple Ace?" Unfortunately (or fortunately depending on how you look at it) the Ace is a relic of the past and there may never be another. The days of chasing down bogies and spraying them with your 20mm cannon have long since passed. In fact, there have been only two American pilots (Cunningham and Ritchie) to obtain the level of ace in the last 58 years. Simply put, fighter pilots like Robin Olds do not exist anymore. Personally I am a staunch believer in getting as many history lessons that one can. *Fighter Pilot* is definitely a piece of history that should be

read so that the memories of heroic Americans like Robin Olds are never forgotten.

After reading this book the title *Greatest Generation* came to mind as a way of describing Robin Olds. It was former Nightly NBC news Anchor Tom Brokaw who famously coined the phrase "The Greatest Generation". Brokaw described this generation as one that was born in the depths of the Great Depression, and grew

up during a terrible world war. In his 1998 book with the same title, he said "It is, I believe, the greatest generation any society has ever produced." He argued that these men and women fought not for fame and recognition, but because it was the right thing to do. After reading this book I'm sure many others will agree that the title *Greatest Generation* is a perfect description for fighter pilot Robin Olds.

USAF Photo



USAF Photo





Article and Photo
by Alan Radecki

Mike Machat Chronicles the Republic XR-12 Rainbow

Well known artist, speaker and writer Mike Machat has just come out with yet another book on a rare and remarkable aircraft, the Republic XR-12 Rainbow. Entitled *World's Fastest Four-Engine Piston-Powered Aircraft*, the 140-page hardback traces the history of the Air Force's program to develop a photo reconnaissance aircraft that was both fast and had long range. Besides the XR-12, the book also covers Howard Hughes' attempt to capture the same contract with his infamous XF-11.

AirshowStuff Magazine met with Mike for an exclusive interview right before his book signing event at the Palmdale, Calif. Barnes & Noble. For him, writing about the aircraft was personal, as his uncle George had worked at Republic for 32 years and had designed the XR-12's nose section, and Machat has inherited a trove of research resources.

"What this is all about," Mike

said, "is the art of photo reconnaissance. The need for the military to take photographs of the enemy movements, bomb damage, targets, or whatever. It's a critical need dating back to the civil war. At the end of World War II, in the Pacific theater with the long distances between the islands, they didn't have an airplane that could go far to take pictures, and to go fast to take pictures. They had converted bombers that could go far. They had fighters that could go fast. But they needed an airplane to do both. With the support of Elliot Roosevelt, the son of the President, who himself was a photo reconnaissance pilot, the Army issued a request for proposals for a large, fast photo recon plane. The companies that won contracts to develop prototypes were Hughes, in Los Angeles, and Republic, in New York."

The two competitors took very different approaches, and

Machat covers both in the book. A key difference was that the cameras were mounted in the nose of the Hughes XF-11, and were inaccessible in flight. On the other hand, "the rainbow was basically an airliner, gutted out, and filled with cameras," Machat explained, "and it even had a darkroom on board. They could take the pictures, develop the film, and when it landed at the base where the analysts were waiting, they could hand them a stack of photographs. In its day, in 1946, this was a revolutionary concept."

Powered by four R4360 28-cylinder radial piston engines, and with its highly aerodynamic design, the Rainbow had a 450 mile-per-hour cruise speed at 40,000 feet. As Mike emphasized, "that's close to what a jet does today. Now you have all the potential for this to be an airliner, and a photo recon airplane. These were the same engines as used on the

Boeing Stratocruiser, but the XR-12 was 150 miles-per-hour faster. When the Pan Am Stratocruisers would come in from England, over New York, and a Rainbow was up on a test flight, they would drag race each other over Long Island. The Republic guys would say that they'd be looking out the window, and see everyone looking out the windows at them, and then the crew would pour the coals to the thing, and they said it looked like the Stratocruiser was simply backing away. It just took off. It was the closest thing you could experience to jet flight in 1946 or '47."

But as promising a design as the Rainbow was, "two things happened," says Machat. "The war ended, so no more need for the mission, so the military part went away. That made the airliner very expensive, \$1.2 million each. Pan Am and American had ordered planes, but when the military contract was cancelled, it was so expensive compared to a surplus DC-4 that you could buy from the Army for a hundred thousand dollars. It was priced out of the market. It was the right airplane, at completely the wrong time."

Ironically, Mike met with me on September 1st, an anniversary of sorts for the Rainbow. "Sixty-three years ago today," Machat said with a grin, "the second prototype came to Edwards and began a cross-country flight during which it took a continuous strip photo of the United States from coast to coast. It was 390 miles wide, and was continuous all the way across the country."

Courtesy of Mike Machat and Specialty Press

WORLD'S FASTEST

Four-Engine Piston-Powered Aircraft

STORY OF THE
REPUBLIC
XR-12
RAINBOW



Includes the Hughes XF-11 Competitor

Mike Machat

The resulting image was 320 feet long, and was presented at the Air Force Association banquet that year (1948), and it was covered by Life Magazine. Its current whereabouts are unknown. During the flight, the Rainbow also set a coast-to-coast speed record. Interestingly, years later when the SR-71 Blackbird photo reconnaissance aircraft also set a transcontinental speed record on its last flight to the Air & Space Museum, it traced essentially the same route as the XR-12 flew, ex-

cept that the Rainbow landed at Mitchel Field in New York.

Of the two XR-12s built, one was lost in a tragic fire over Eglin Air Base, and the other was flown until 1953, when it was "sent to the Aberdeen Proving Grounds in Maryland where they blew it up. It should be in the Air Force Museum. It was the military mindset of that era, when they were done with a test program, they got rid of the airplane," said Mike, shaking his head.



Golden Knights: A Photo Essay

Article and Photos
by Pete Langlois

I had the opportunity at this years Service Credit Union Boston-Portsmouth Airshow to fly with the US Army's premiere parachute team, the Golden Knights Black Team. The Black Team was led by Sgt. 1st Class Tom Dunning followed by Staff Sgt. Dan Cook, Spc. Matt Navarro, Staff Sgt. Todd Beckel, Staff Sgt. Trevor Oppenborn, and New Hampshire native Staff Sgt. Howie Sanborn. Our pilot was Ken Breeden, a former 23 year Army serviceman with over 8,000 flight hours, and our crew chief is Staff Sgt. Jusseppi Silvagnoli. Here is a photo essay on my adventure.

I get the call at 0900 to get ready to fly. An associate from Herb Gillen Agency, the airshow promoter, drives me over to the "hot ramp" where the Golden Knights Fokker (F-27-400M) C-31A troop carrier aircraft is waiting. At 0905 we arrive at the hot ramp, the team is not yet here so I get to grab a few shots of the plane I'll be flying in. The light is great at this time of day for shooting.



The crew arrives at 0914 and prepares to do their pre-flight checks. I speak briefly with our pilot, Mr. Breeden, and he gives us some background information on the plane and what altitude we'll be flying at. I walk around the plane and watch as Black Team packs their parachutes.

At 0950 we board the C-31A and I grab some shots of the cockpit.





The Black Team members sit casually as we taxi for takeoff. The red objects strapped to their ankles hold smoke grenades they will ignite in freefall to show their path through the sky. From left to right: SFC Dunning, SSG Cook, SPC Navarro, SSG Beckel, SSG Oppenborn, SSG Sanborn.

We started to taxi at 1033 and at 1036 we are cleared for takeoff on runway 34 and we begin our ascent to 12,500 feet. During the roughly 20 minute flight I watched the great scenery out the jump doors. It's a beautiful day and you can see for miles.

I am instructed to take a seat at the front of the plane. At 1000 I get my pre-flight briefing on the dos and don'ts of flying with the Golden Knights from SSG Sanborn. I am issued an air-sickness bag tucked into a small brown paper envelope, and jokingly reminded not to get sick in the brown paper envelope but the white bag inside. I'm pleased to announce that I did not get sick. I'm buckled in and I am seated on the seat next to the door on the right side of the plane. The jump doors are open all the way up to altitude. There are three other civilians on this flight with me. I came prepared for the flight wearing pants and a fleece, but the others came in shorts and t-shirts so they were outfitted with flight suits. From the looks on their faces, it didn't do much good in the 30 degree temperatures we faced at altitude.



The team suits up at 1012. SFC Dunning finishes suiting up while SPC Navarro looks on. At 1028 the team is suited up and we await our clearance from the tower to taxi to the runway.



A view of Pease International Tradeport (KPSM) out the opposite door of the aircraft.

A shot of the NH Coastline 12,500 feet below!



At 1101 Jason Newburg pulls along side of us in his Viper bi-plane. He will be circling the jumpers as they free fall to the target location at show center.

At 1102 SSG Cook salutes as jumps out of the plane. He is carrying the American Flag and the National Anthem will be played as he descends. SSG Sanborn's helmet has both an SLR still camera and video camera mounted on it. He will guide himself to film the other jumpers during free fall. Since he cannot use his hands, he uses a special shutter release operated by his tongue!





After the team gave the “Let’s go!” chant, they prepared to leave the plane at 1113. I’m not sure I’d want to be in their shoes, jumping out of a perfectly good airplane, but they seem to enjoy it. The team states this is just the way they “get” to work. In fact, the team has over 15,000 combined jumps. The newest member, Matt

Navarro from Florida, made his 580th jump on this flight. As the Black Team leaves the aircraft we snap pictures in a frantic fashion. SSG Silvagnoli then comes from the front of the plane and closes the rear doors. The descent from 12,500 feet to 200 feet takes just under a minute. We streak across the show line short-

ly after all members of the Black Team have touched down safely. We circle around and land. What a great experience to have flown with such great professionals. The Golden Knights can be found on Facebook, on their website, or at an airshow near you.

www.USAREC.Army.mil/HQ/GoldenKnights



RODEO 2011

AMC's International Competition For Airlift Crews

*Article and Photos
by Anthony Richards*



"Over there!" Someone shouts from down the line and points to a lumbering C-5 Galaxy just barely visible in the distance. A good-sized collection of military servicemen and women and their families (and don't forget us media) comfortably sit in the dry grass on the edge of Heritage Hill overlooking

the runway at McChord Field, spotting aircraft arriving. The Galaxy disappears behind the treetops, but by that time the screaming howl of its engines can be heard, and as it grows louder we are able to track it from behind the evergreens. The nose pops back into view just before it touches down

on the runway, with the beautiful pride of the Northwest, Mt. Rainier, providing a stunning backdrop (though still behind the morning haze, but when isn't it?).

The giant aircraft touches down just in front of the mountain, and we all snap photos. To us, the competition doesn't start after

the opening ceremonies the next day, but for the aircrews and aircraft, the competition started the minute they left their bases from around the world and touched down at Joint Base Lewis-McChord, being timed and recorded for the first of many challenges ahead at Air Mobility Rodeo 2011.

Air Mobility Command's bi-annual readiness competition, known as Air Mobility Rodeo, invites airmen from around the world to compete and improve their professional core abilities. Participants are put through challenging timed courses in critical areas such as maintenance, aerial

port, financial management, aeromedical evacuation, contingency response, and security forces. Of the Air Force, Air Force Reserve, and a handful of allied nations, over 150 teams and 3,000 people will participate in this military training.

To make room for the visiting



teams, McChord cleared the base of all aircraft not participating for the week of Rodeo. The first to arrive were C-130s from the Royal Dutch, Swedish, Spanish, Pakistani, Republic of South Korean, and Saudi Air Forces. Other 130s arrived from various US bases across the world, from Yokota in the Philippines to Ramstein in Germany, along with the rest of the participating US teams. Heavy C-17 Globemaster IIIs, KC-135 Stratotankers, KC-10 Extenders, and C-5s also poured in one after the other on the day before the opening ceremonies.

Just before Rodeo was to start, seminars were given inside on emergency response to natural disasters and international joint operations. One of the main



focuses of Rodeo is to help build better relationships between different nation's air mobility forces for better cooperation should either face a situation where assistance was needed. The most

recent example was the devastating earthquake in Japan that left hundreds of thousands in need of supplies and medical evacuation. Through exercises at Rodeo, worst-case scenarios like this can

be better prepared for and faster, more efficient relief can be delivered, saving precious lives and time in critical hours. An equipment and technology symposium was also held inside one of the large hangers where a multitude of interesting and revolutionary tools and systems were on display. Impact Instruments made great use of the CCLAW system and fit nearly every critical medical device needed for intensive patient care to a litter.

Outside the hanger, a small static display was set up for airman to see the tools and equipment used in emergency response. A US Army UH-60 Blackhawk was decked out in an array of long roll-up medical bags and a stretcher

with a dummy victim lying on it and another sporting the equipment and gear an aerial medic would wear, making this a traveling medicine tent.

Just down the row from it was an AirMed International Hawker 800A air ambulance. Able to carry two stretchers and four medical personnel with an oxygen capacity of 28,000 liters to a cruising altitude of 41,000ft at a speed of 480 mph for 3000 miles, it is not only the one of the fastest air ambulances, but is outfitted for just about any critical care scenario and have a large enough cabin to allow the medical team to operate comfortably. It is a first-class aircraft with state-of-the-art equipment and care.

On the other end of the tarmac sat a USAF KC-135T and C-17A, both outfitted to demonstrate their medlift roles. Inside the Stratotanker there could be found a large case with all of the different adaptors to fit racks to anything in the inventory, from C-130s to C-40s. The C-17 showed off its sizable carrying capacity and multiple oxygen system access ports along the bulkheads, unlike that of the C-130, making it nearly a flying hospital. And while all of the different aircraft had their own unique advantages and capabilities, their united efforts are exceptionally impressive and should give soldiers and airman a sigh of relief when considering what care they will receive should





they ever be wounded or fall critically ill.

Once the opening ceremonies were completed, it was down to business and non-stop competition as each team completed one event after another over the next week. Each event had a unique challenge to complete, and a few were specifically tailored to ac-

commodate different aircraft restrictions:

Aerial Refueling graded aircrews on air-to-air refueling, instrument approaches, cargo loading, and an orbit exercise.

Joint Airdrop Inspection (JAI) tested loadmasters and riggers in a timed inspection of HE and CDS airdrop loads including Joint Pre-

cision Airdrop Systems (JPADS), mass resupply, and low cost containers.

Airland crews faced air-to-air refueling and engine running on-load/offload (ERO) challenges. C-5 crews were also expected to complete instrument approaches while C-17 crews were also to test their low-level navigation, combat

offload, threat avoidance, backing, and short field landing skills.

Maintenance airmen were graded on pre flight inspections, a daily observation score consisting of safety, launch/recovery, and conditions of aircraft upon arrival skills, and refueling operations. Penalties were given if the aircraft was unable to make an on-



schedule departure due to maintenance issues.

Flight Attendant (FA) teams were timed on planned emergency landing/ground evacuation scenarios to be completed on the ground.

Financial Management (FM) teams were put to the test in opening up a bare base to support 1500 personnel and managing military and travel pays, accounting, and budget. They were also put through a Warrior Challenge consisting of general physical training and military skills to include chemical, biological, radiological, nuclear, and explosive (CBRNE) response and self-aid and buddy care (SABC).

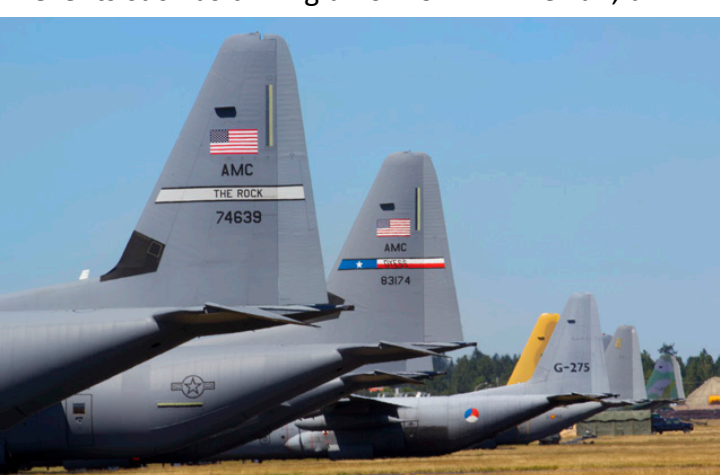
Aerial Port (AP) teams were put through a series of timed events such as driving a 10K fork-

lift and 25K Halvorsen through obstacle courses, pallet build-up competition in a given scenario, a challenge course consisting of a 3.6 mile run and a 14-obstacle course, and ERO.

Security Forces (SF) teams faced their own series of combat-stressed challenges including fast-paced marksmanship competitions with the M9 pistol and M4 rifle, fire teams of four set out to demonstrate the effectiveness of a small group in the ability to shoot, communicate, and move in a battle simulation based on real-world mission sets (complete with IED and weapons fire attack recreations to test reaction), and the harsh combat endurance course where each team navigate through 23 obstacles and a 1.2 mile run, all while demonstrating

combat, teamwork, and field craft skills.

Every airman and woman was tested and pushed to show their best throughout Rodeo, but that's not to say that it wasn't without any downtime. In between and after competitions, a large encampment was built and available for competitors and visitors to enjoy a nice meal and friendly banter between units. A symposium of the latest and greatest in air mobility technology was held in the same hanger as the one before it and had highlight exhibits such as cockpit simulators for the new Boeing KC-46 tanker and the C-130 avionics modernization program, giving attendees a chance to fly and land the aircraft and test out the new systems themselves (and I didn't pass up



the opportunity!).

During Rodeo, Boeing delivered its latest C-17 to the 62nd Airlift Wing based at Joint Base Lewis-McChord and held a special naming ceremony to commemorate the Medal of Honor. In attendance were Gen. Raymond Johns Jr., Commander of Air Mobility Command, Bob Ciesla, Boeing C-17 Project Manager, and Medal of Honor recipients retired USAF Col. Joe Jackson and retired Army Col. Bruce Crandall, who helped unveil the "Spirit of The Medal of Honor" to the congregation.

But after it was all said and done and the teams finally finished up their competitions after a number of weather delays, the closing ceremonies began. Inside another hanger, every participant crammed into a seat on the large bleachers surrounding the stage as a band played live music for the entire show. The dozens of trophies were given out to different units, but one team brought home a whopping ten awards to include the top award of Rodeo. Team Altus, of the 97th Air Mobility Wing, won the prestigious "Best Air Mobility Wing" award on top of awards such as Best C-17, KC-135, and Airdrop Wing and Best C-17 Air-To-Air Refueling, Short Field Landing Team, and Aircrew. The team spirit was encouraged and observed; no one cheered more than Team Altus.

With another Rodeo completed and in the books, the thousands of airmen that packed McChord Field returned home in good spirits having tested and refined their



skills, made new friendships, and bettered their tactics for future coalition operations around the globe. Though next year Joint Base Lewis-McChord will be holding their biennial Air Expo airshow (which will be covered here once again), the 62nd AW and the rest of those who took part in Rodeo 2011 will be putting good use to their lessons from Rodeo on base and in the field as military operations continue, and practice for the next Rodeo for a chance to lay claim to the top dog prize of Best Air Mobility Wing. Who will it be? We'll just have to see who makes the cut in 2013.

A special thanks to Air Mobility Command Public Affairs for allowing me to cover this exciting competition and the fine escorts that put up with me and the rest of us media folk for the whole week. Hope to see you all again in 2013!





A Year Of Celebration

Article by Chad Grosvenor

Photo by Alan Radecki - Courtesy of Northrop Grumman Corp.



With 2011 being the Centennial of Naval Aviation, it is becoming one of the most talked about and highly anticipated years for aviation. It all started in 1911 when Eugene Ely proved to America that it was possible to take off and land on a ship. Here we are 100 years later honoring a century of mission-ready men and women and recognizing unique aviation-related achievements through events and special paint schemes on certain naval aircraft.

The flying festivities all got started in sunny San Diego, CA on February 12, 2011 with the Centennial of Naval Aviation Kick-Off

Celebration. They kept it classy with over one hundred Navy, Marine Corps, and Coast Guard aircraft from the past and present performing flybys and demonstrations. In addition, the ramp at North Island, referred to by some as "The Birthplace of Naval Aviation", was stacked with naval aircraft of all shapes and sizes from nearly every period of naval aviation along with modern aircraft painted in all kinds of schemes honoring the progression of naval aviation. This wonderful year will come to an end in Pensacola, FL, also known as "The Cradle of Naval Aviation", with the Blue Angels

Homecoming Air Show in November.

You can expect us to cover this tremendous milestone in aviation history throughout all of our issues in 2011. Be on the lookout for this special CoNA section in each issue, containing articles covering periods of Naval Aviation from Ely's first flight off the deck of a ship all the way up to and beyond the 5th generation F-35, as well as profiles of each of the special paint schemes and reports from centennial events. You won't want to miss it!

Major Upcoming Centennial of Naval Aviation Events

September 17-18	Memphis AirFest - Memphis, TN
Sept 19 - Oct 2	San Diego Fleet Week and MCAS Miramar Airshow - San Diego, CA
September 20-25	NAS Oceana Airshow and AIAA Centennial Convention - Virginia Beach, VA
October 8-9	San Francisco Fleet Week - San Francisco, CA
October 15-16	NAS Lemoore Airshow - NAS Lemoore, CA
October 17-23	El Paso Navy Week and Amigo Airshow - El Paso, TX

Naval Aviation History: Post Korea to Early Vietnam

Article by Chad Grosvenor
Photos Courtesy US Navy



USS Forrestal (CVA-59) catapults an FJ-3 "Fury" jet fighter from a midships catapult, during shakedown operations, 12 March 1956. Another FJ-3, of Fighter Squadron 21 (VF-21) and a F2H-3 "Banshee" are being readied for launching from the bow catapults.



Douglas F4D-1 Skyray fighter landing on board USS Bon Homme Richard (CVA-31), 30 August 1957.

ditch off the coast of Siberia. Nine crew members got (or bailed?) out and were rescued, but unfortunately one went down with the aircraft. A Navy R6D crashed and erupted into flames around 0203 on Pali Kea Peak in Hawaii, killing all 66 passengers and crew members aboard, making it the worst heavier-than-air crash in the history of naval aviation at the time.

On May 2nd, the Navy announced the launch of the Aviation Officer Candidate Program for college graduates ages 19 through 26. VX-3 started to test the mirror landing system on August 22nd. Cdr. Robert Dose made the very first landing with the new instrument when he flew his FJ-3 Fury onto the deck of the USS Bennington. Lcdr. Harding



A Lockheed T2V-1 "SeaStar" makes its first carrier landing, during carrier suitability tests on board USS Antietam off the US East Coast, circa 7 October 1957.

MacKnight landed his F9F-8 Cougar on the Bennington two days afterwards, marking the first night landing with the latest landing device. After completing a series of trials, the squadron gave a positive report which ultimately led

to the mirror landing system being used on aircraft carriers and at certain air stations. It would later be announced that all Naval Air Stations would have the mirror landing system to enhance air traffic control and to decrease

In the previous issue, we covered everything from late World War II through the Korean War, an immensely important period for aircraft and naval aviation which saw milestones such as the introduction of jet aircraft. We left off at the end of the Korean War on July 27th, 1953.

Following the war in Korea, testing went on as if nothing happened and even more records were broken. In August of 1953, shipboard missiles were tested and the altitude record was raised to 83,235 feet. In September, a

modification plan for Midway class carriers went into effect, implementing basic changes such as the angled deck the addition of a steam catapult in the deck area. Also in September, a Sidewinder air-to-air missile shot down an F6F drone in testing at the Naval Ordnance Test Station in Inyokern, CA. In October, the world speed record was raised to 752.943 mph over a three km course in an F4D Skyray in its normal combat configuration. On December 3rd, the Steam Catapult Facility in Philadelphia, PA, was founded by the

Assistant Secretary of the Navy for Air, James H. Smith, with the launching of F9F and AD aircraft.

On July 26th, a pair of Skyraiders from Air Group 5 came across a couple of LA-7s while looking for survivors of a Cathay Pacific airliner shot down three days earlier off Hainan Island. The LA-7s attacked, but the Skyraider pilots returned fire and shot both aircraft down. A little over a month later, a P2V Neptune from VP-19 was on a regular reconnaissance mission over international waters when a pair MiGs attacked and forced it to

landing crashes. On September 12th, the Navy proclaimed that every fighter aircraft in production would be fitted with the necessary equipment for in-flight refueling, setting a precedent that remains to this day.

In 1956, a couple new aircraft entered the fleet, including the F3H Demon and A3D Skywarrior. On July 31st, an A3D flew for 3,200 miles from Honolulu, HI to Albuquerque, NM without refueling, exhibiting the capabilities of the Navy's newest carrier jet attack aircraft. The flight lasted 5 hours and 40 minutes with a speed averaging 570 miles per hour. Cmdr. Robert Windsor, Jr. took home the Thompson Trophy when he flew faster than any other human being at the time, setting a new speed record of 1,015.428 miles per hour in his F8U-1. The

aircraft was equipped with a full armament of 20mm cannon and dummy ammunition, making it the first operationally outfitted jet to fly faster than 1,000 mph. Between November 9th and 11th, a Sikorsky HR2S helicopter flown by Marine Corps Maj. Roy L. Anderson set three new records in Windsor Locks, CT.

TF-1Qs, which would be the first of many naval aircraft outfitted for electronic jamming, entered service on January 18th, 1957. Only two years after the maiden flight of the experimental model, the first F8U-1 Crusader was supplied to VF-32 on March 25th. Another first delivery took place on May 27th when the Naval Air Advanced Training Command in Corpus Christi, TX acquired their first T2V-1 Sea Star.

Marine Corps Maj. John Glenn

Jr. shattered the sound barrier, as well as the transcontinental speed record, on a July 16th flight from Los Alamitos, CA to Floyd Bennett Field, NY in his F8U-1P. The journey, which was the very first upper atmosphere supersonic flight from the West to East Coast, lasted 3 hours 22 minutes 50.05 seconds with a speed averaging 723.517 miles per hour. On February 4th, 1958, the keel of the USS Enterprise, the world's first nuclear-powered aircraft carrier, was laid at Newport News, VA. It is still in service today and is scheduled to be decommissioned in 2013. VX-4 began operational testing of the air-to-air Sparrow III when they shot the first missile on February 14th. The next month they started trials with the Bullpup missile. On April 18th, Lcdr. George Watkins reached an

altitude of 76,939 feet in an F11F-1F Super Tiger over Edwards AFB in California, setting the world altitude record. Maj. Edward N. LeFaivre broke five time to climb records in an F4D-1 Skyray at NAMTC Point Mugu, CA on May 22nd and 23rd. On May 27th, an F4H all-weather interceptor flew for the first time with McDonnell's Chief Test Pilot R. C. Little in the cockpit. This aircraft would later be known as the F-4 Phantom II, which many regard as the best aircraft in not only naval, but all of aviation history. It would go on to crush several world records.

On August 25th, 1959, during tests aboard the USS Independence, Lcdr. Ed Decker was launched off the deck in a Skywarrior with a gross weight of 84,000 pounds. It was the heaviest plane to take off from an aircraft carrier.

The T-2J Buckeye was first used in basic training on November 2nd at NAS Pensacola, FL. More recent models of Buckeyes were just recently retired in 2008, when they were permanently replaced by the T-45 Goshawk. On July 1st, 1960, VRC-40, the first Carrier On-board Delivery (COD) squadron, was established at NAS Norfolk, VA.

The exceptional performance of the F4H-1 Phantom II did not go unnoticed. It reached 1216.78 mph on a 500 km triangular course and beat the 100 km world record by over 200 miles per hour when it flew an average speed of 1,390.21 mph on the closed circuit course. On November 22nd, 1961, the Phantom II flew at a staggering 1606.3 mph over Edwards AFB, CA.

US Navy Cdr. Alan Sheppard

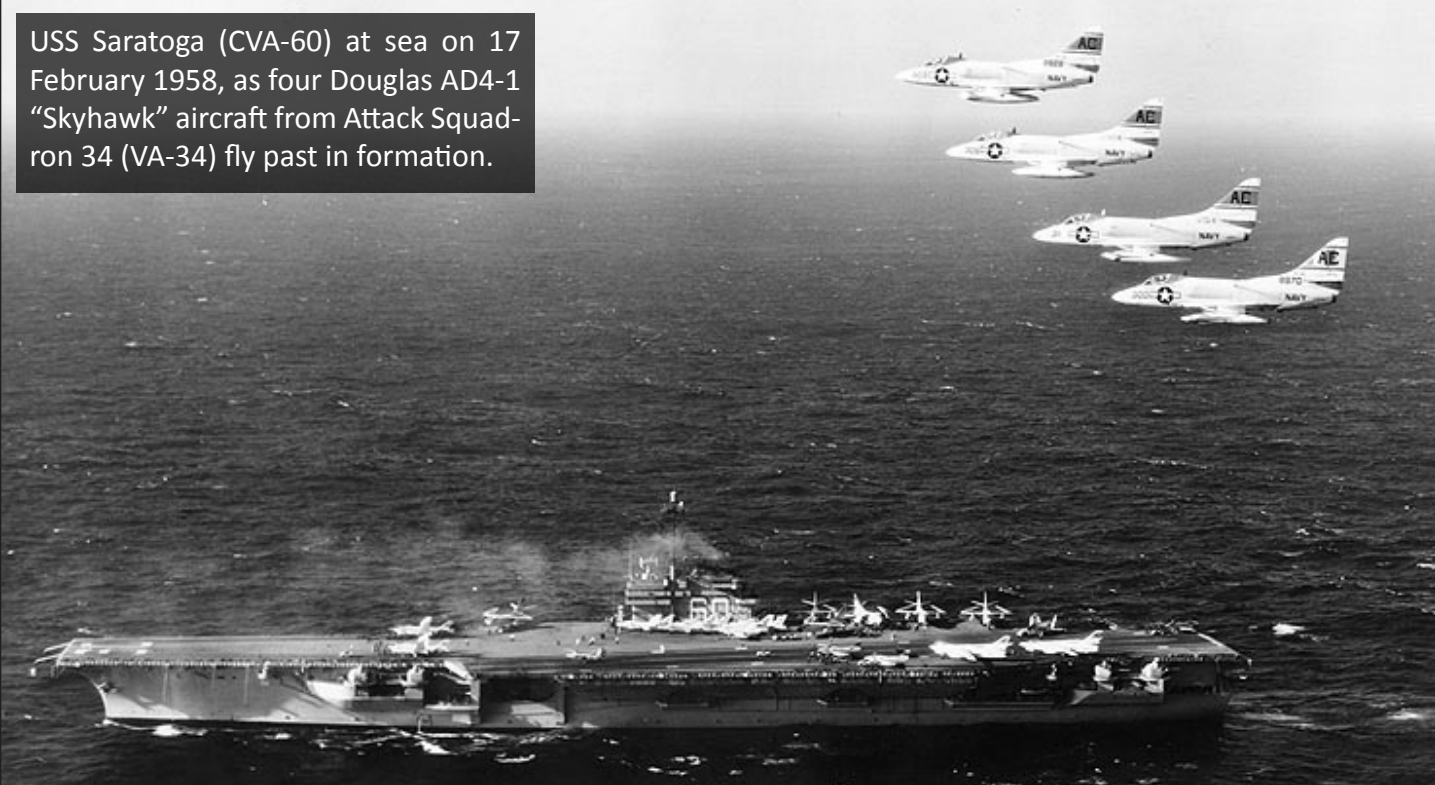
Jr. became the first American to enter space on May 5th, 1961. He would be the first of many military aviators to go into outer space. On November 25th, the USS Enterprise was commissioned, making it the US Navy's first nuclear-powered aircraft carrier. Every carrier since then has been powered by a nuclear reactor as well. The USS Coral became the first aircraft carrier to have the Pilot Landing Aid Television system installed for operational purposes on December 14th. It was intended to video tape every landing for teaching use and accident analysis.

An HSS-2 Sea King became the first helicopter to fly over 200 mph in an official test on February 5th, 1962. On September 18th, a mutual Army-Navy-Air Force regulation was put into place, establishing a consistent system of mili-

A Grumman S2F-2 "Tracker" anti-submarine aircraft landing aboard USS Leyte (CVS-32) during an anti-submarine exercise circa 1958.



USS Saratoga (CVA-60) at sea on 17 February 1958, as four Douglas AD4-1 "Skyhawk" aircraft from Attack Squadron 34 (VA-34) fly past in formation.



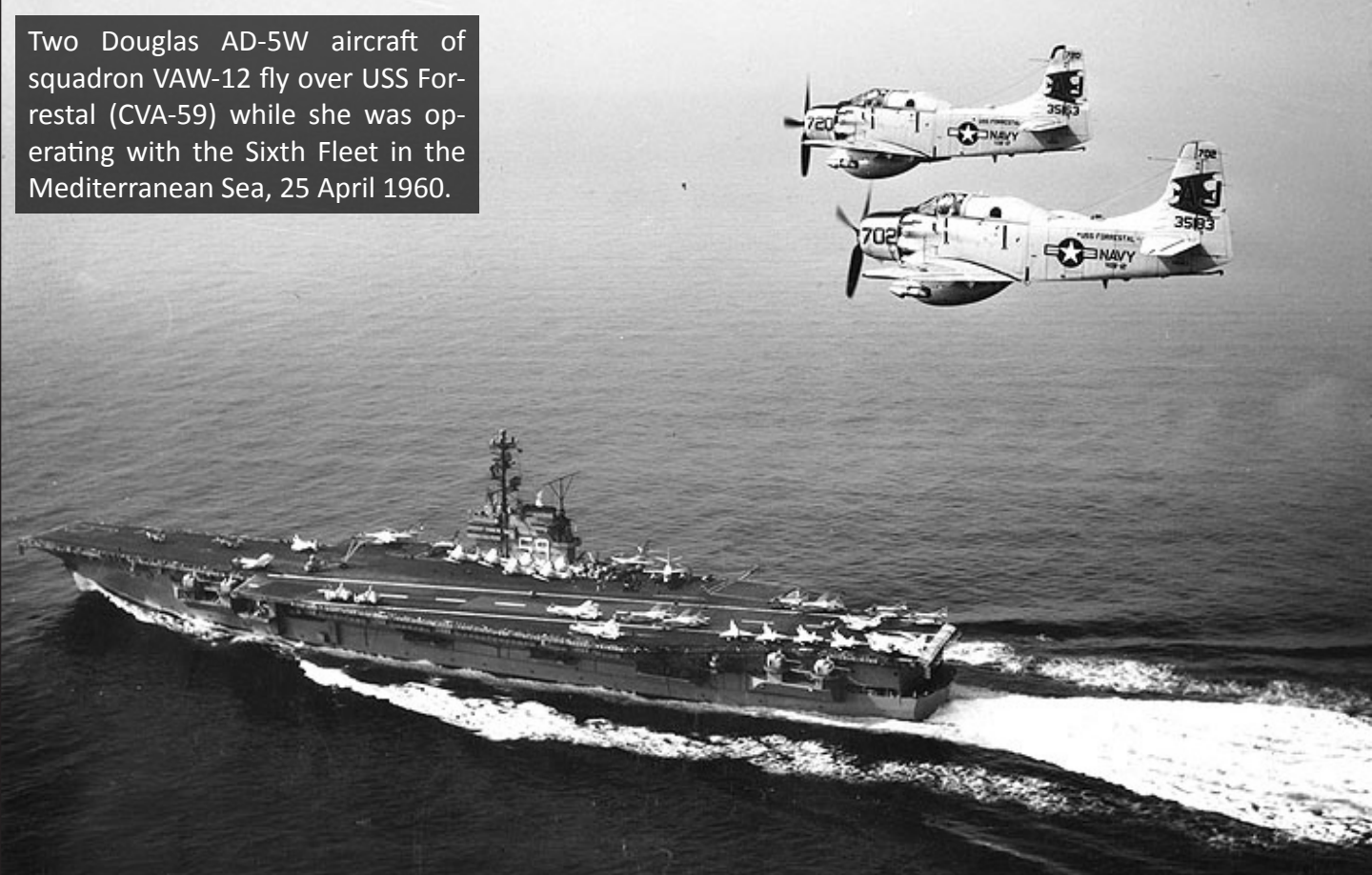
tary aircraft designations. It is still in use today. In 1963, on November 8th, 21st and 22nd, Lt. James Flatley III and his crew made 21 full-stop landings and takeoffs in a C-130F Hercules aboard the USS Forrestal. After these tests, the Navy discovered that the Hercules could carry 25,000 pounds of involvement didn't really pick up until the mid-1960s. On August 2nd, 1964, motor torpedo boats from North Vietnam attacked the USS Maddox, a destroyer that was on a mission to patrol international waters in the Gulf of Tonkin. The boats were damaged and scared off by ship's gunfire and These attacks were made on command from President Lyndon B. Johnson to take aggressive action towards protecting the United States' right to operate in international waters. Over the course of 64 attack sorties, naval aircraft either sank or critically wounded 25 vessels and wiped out a signifi-

Formation portrait of the Atlantic Fleet anti-submarine group's ships and aircraft, taken during exercises in 1959. Ships include the group flagship, USS Valley Forge, two submarines, and seven destroyers. Aircraft overhead include two four-plane formations of S2F "Trackers" and three HSS-1 "Seabat" helicopters, plus one P2V "Neptune".



cargo and personnel 2,500 miles and land on a carrier deck. However, the C-130 was believed to be too risky for use in regular COD operations and it was not pursued for the role. While the Vietnam War started in 1955, the Navy's aviation by airstrikes delivered by aircraft from the USS Ticonderoga. Three days later, planes were launched from the USS Constellation and Ticonderoga in an aerial assault on motor torpedo boats and their support buildings at five locations along the coast of North Vietnam. cant portion of their fuel stores and storage facilities. This brings us just halfway through the Vietnam War. Check back next issue as naval aviation and conflict builds up in the last ten years of Vietnam!

Two Douglas AD-5W aircraft of squadron VAW-12 fly over USS Forrestal (CVA-59) while she was operating with the Sixth Fleet in the Mediterranean Sea, 25 April 1960.



USS Midway (CVA-41) preparing to launch a pair of F-8 "Crusader" fighters during carrier qualifications, circa 1963.



Special Paint Scheme Profiles

Articles by Kevin Helm and Courtesy US Navy



Ryan Sundheimer

T-39N "Sabreliner" (BuNo 165523) is painted in colors worn by aircraft assigned to the USS Enterprise (CV-6) Air Group in 1938. The aircraft was painted by Sabreliner Corporation in their Perryville, MO facility and rolled out on December 20, 2010.

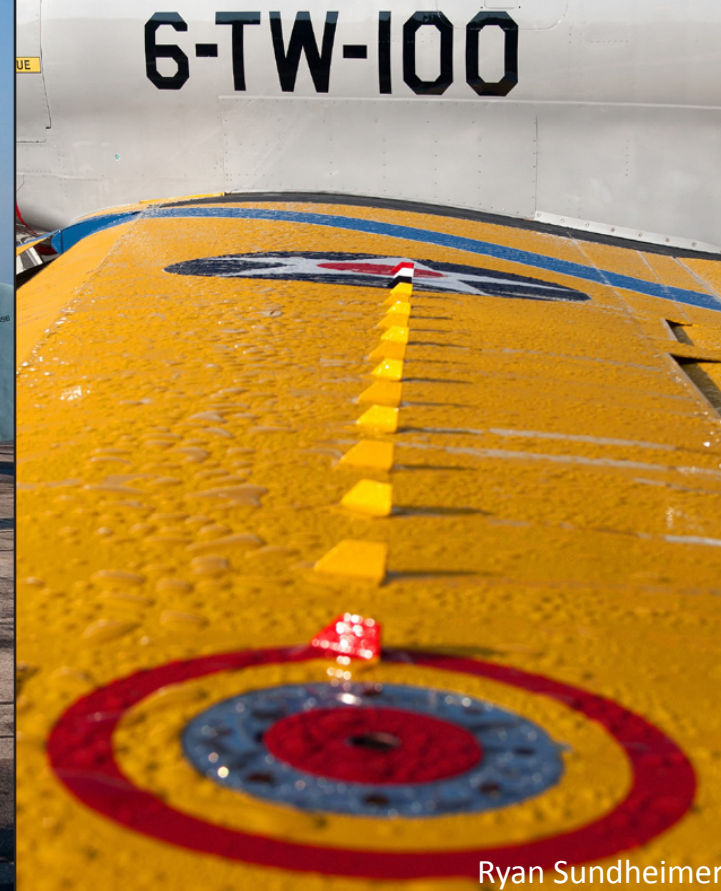
Aircraft:	T-39N "Sabreliner" (BuNo 165523)
Unit:	Training Wing Six (TAW-6), VT-86 "Sabrehawks"
Stationed:	Naval Air Station (NAS) Corpus Cristi
Aircraft Mission:	Naval Flight Officer (NFO) Training
Period:	Circa 1938
Significance:	Enterprise (CV-6) Air Group
Painted by:	Sabreliner Corp, Perryville, MO



Patrick Barron



Ryan Sundheimer



Ryan Sundheimer



Ryan Sundheimer

Ryan Sundheimer





Kevin Helm

Aircraft: F/A-18A+ Hornet (BuNo 162866)
 Unit: VFA-204 "River Rattlers"
 Stationed: Naval Air Station (NAS) Joint Reserve Base (JRB) New Orleans
 Aircraft Mission: Fleet Services as part of the USNR Tactical Support Wing
 Period: Circa 1950
 Significance: Navy Reserve Aircraft Scheme
 Painted by: Fleet Readiness Center (FRC) Southwest, San Diego, CA

Kevin Helm



Kevin Helm



Kevin Helm

Kevin Helm



Kevin Helm





Ryan Sundheimer

T-6B Texan II (BuNo 166064) is painted in the “Yellow Peril” scheme worn by primary trainers from 1930-1950. This aircraft is unique in the fact that it is the only Heritage Paint Project aircraft that was not already in the inventory. The aircraft was delivered on December 7, 2010 to the Navy by Hawker Beechcraft in Wichita, KS with this factory-applied special scheme as a no-cost contract change.

“In keeping with HBC’s long tradition of supporting our service men and women in peacetime or in conflict, we are honored to be a part of this historical celebration by delivering this specially painted T-6B to the U.S. Navy,” said Jim Maslowski, HBC president, U.S. International and Government Business.

“I am extremely honored to accept this beautiful T-6B Texan II on behalf of the Navy and put it to work in our training fleet,” said Rear Admiral William G. Sizemore, Chief of Naval Air Training. “Throughout the next year, the aircraft will be proudly and widely used and displayed to train student naval aviators, as well as enable the Navy and Naval Aviation to properly recognize and celebrate the Centennial of Naval Aviation.”



Ryan Sundheimer



Ryan Sundheimer

Aircraft: T-6B Texan II (BuNo 166064)
Unit: Training Wing 5 (TAW-5), VT-3 “Red Knights”
Stationed: Naval Air Station (NAS) Whiting Field
Aircraft Mission: Primary flight training
Period: 1930s – 1950s
Significance: Standard “Yellow Peril” scheme for primary trainers
Painted by: Hawker Beechcraft, Wichita, KS upon initial delivery

Damon Duran



Ryan Sundheimer



Ryan Sundheimer



Ryan Sundheimer



Kevin Helm



Ryan Sundheimer

Aircraft: T-34C "Mentor" (BuNo 164169)
 Unit: Training wing Five (TAW-5), VT-6 "Shooters"
 Stationed: Naval Air Station (NAS) Whiting Field
 Aircraft Mission: Primary and intermediate pilot training
 Period: Circa 1936
 Significance: Standard paint scheme for Coast Guard Aircraft
 Painted by: Sabreliner Corp, Perryville, MO



Ryan Sundheimer



Ryan Sundheimer



Ryan Sundheimer



Ryan Sundheimer

T-34C "Mentor" (BuNo 164169) is painted in colors worn by Coast Guard aircraft in 1936. The aircraft was painted by Sabreliner Corporation in their Perryville, MO facility on December 20, 2010.



Alan Barbor



Alan Barbor

Aircraft: F/A-18C Hornet (BuNo 163733)
 Unit: VFA-122 "Flying Eagles"
 Stationed: Naval Air Station (NAS) Lemoore
 Aircraft Mission: Fleet Replacement Squadron
 Period: 1944 Tri color
 Significance: Scheme of F6F Hellcat assigned to USS Hornet
 Painted by: Fleet Readiness Center (FRC) Southeast, Jacksonville, FL

Alan Barbor



Alan Barbor



Alan Barbor

Alan Barbor



F/A-18C Hornet (BuNo 163733) is painted in 1944 fleet paint scheme tri-color blue/blue/white. The aircraft is marked as a F-6F "Hellcat" assigned to VF-17, Carrier Air Group 17 (CVG-17) on USS Hornet (CV-12) during 1944.



Aircraft:	T-6A Texan II (BuNo 165966)
Unit:	Training Wing Six (TAW-6), VT-10 "Wildcats"
Stationed:	Naval Air Station (NAS) Pensacola
Aircraft Mission:	Training
Period:	1943
Significance:	Gloss Sea Blue
Painted by:	Fleet Readiness Center (FRC) Southeast, NAS Jacksonville

T-6A Texan II (BuNo 165966) is painted in Gloss Sea Blue as worn by F4U-1D Corsairs flown by Marine Fighter Squadron (VMF) 312, the "Checkerboards" starting in 1943. Although the starboard side of the aircraft says "Navy," this is really a Marine heritage paint scheme. "Marines" is painted on the port side of the aircraft and repeated under the port wing.

The T-6A's paint scheme marks an end and also a beginning. On June 2, 2011 165966 became the final Heritage Paint Project aircraft delivered. However, it pays tribute to the upcoming Marine Aviation Centennial, which takes place in May 2012.

Ryan Sundheimer



Ryan Sundheimer

Ryan Sundheimer



First Place - Jeremy Hampton (24 points)

Third Place - Michael Wignall (14 points)



Second Place - Jeremy Hampton (23 points)

Photo Contest

Congratulations to the winner of the September photo contest - Jeremy Hampton! If you want to see your photos here, be sure to enter next month's contest! The rules are on the inside cover. Thanks to everyone who entered!

Judging: Each judge selects their top five pictures. Their first choice gets five points, their second choice gets four, and so on. The points are added up and the one with the most points is the winner.

Fourth Place - Michael Wignall (10 points)



Fifth Place - Travis Hampton (5 Points)



Radom Airshow 2011



*Article and Photos
by Pieter Stroobach*

The Radom Airshow has become a two day bi-annual event only in the last decade. The show is known for the nice array of exotic aircraft that usually show up but are seldom seen elsewhere around Europe. In the days before the show, participants from all over Europe arrive and rehearse their performance. Spotters, including yours truly, showed up in the days leading up to the show for some initial fun.

Radom/Sadkow (EPRA) in Poland is the airbase where the future pilots of the Siły Powietrzne (SP – Polish Air Force) are trained using the locally designed and built PZL-130TC-1 Turbo Orlik turbo-prop trainer. The SP, along with the Lotnictwo Marynarki Wojennej (LMW – Naval Air Wing) and the Lotnictwo Wojsk Lądowych

(LWL – Army Aviation) themselves are very good reasons to visit the show. They have a very interesting mix of aircraft; locally-built models (TS-11, PZL-130, W-3, SW4 and M28), Soviet era aircraft (Mi-2, Mi-8, Mi-14, Mi-24, MiG-29 and Su-22) and an increasing amount of western equipment (SH-2, C-295M, C-130 and F-16).

Also present at the show is the aviation industry of Poland. It dates back to the 1920s and has produced aircraft like the PZL P.7 and PZL P.11 fighters, PZL.23 Karaś A/B and PZL.37 Łoś A/B bombers, Lublin R-XIII and RWD-14 Czapla surveillance aircraft, all before 1939. After WWII, the Polish industry started licence building Soviet designs like the Po-2, MiG-15, MiG-15bis, MiG-17 (as the CSS-13, Lim-1, Lim-2 and Lim-5). A

domestic ground attack variant of the Lim-5M was developed as the Lim-6bis. Construction of domestic designs restarted with aircraft like the LWD TS-9 Junak, PZL TS-8 Bies, and the very well known PZL Mielec TS-11 Iskra, which came in no less than 10 different versions and has seen export success to India. The PZL M-28 Skytruck transport is still built today. It was derived from the Antonov An-28 Cash and has a redesigned fuselage and wings, new Pratt & Whitney Canada engines, western avionics, five blade props, and some other minor changes. This rugged plane also saw both civilian and military export success with deliveries in the USA, Nepal, Colombia, Venezuela, Vietnam and Indonesia.

Helicopters were also built in



Poland. The Mi-1 and Mi-2 were built under license and further developed. Nowadays the aviation industry is part of larger firms like Sikorsky (PZL Mielec), which builds the S-70i, or AgustaWestland (PZL Swidnik) building the W-3, SW-4, AW139 and AW149. This industry is a nice foundation to build an airshow on.

On Saturday, the gates opened around 8:00 and the show started at 10:00ish, which gave one sufficient time to have a look at the static show. This was a great opportunity to have a look at different types of Hips (Czech, Croatian and Polish), W-3s (W-3WARM, W-3S, W-3RM and a factory fresh W-3PL), several fighters (F-16, Su-22, MiG-29, Eurofighter, A-10 and a Ukrainian Su-25), lots of transports like the An-26, M-28, C-295M, C-130 and three (German, French and Turkish) C-160s. Several VIP aircraft (an Mi-8, W-3, and CL601) arrived as well.

The Aeroklub Polski is also a great participant in the show, and has the honor of kicking off the flying with aircraft like the Husky, RWD 5R, Lim-5SB (MiG-15UTI), Extra 300, Piper Cub J-3 and Piper Cub L-4H. Next on the list was the P-38 Lightning of the Flying Bulls. This is the only flying P-38 in Europe and therefore a most welcome sight in the Polish sky. Next was the first of no less than three F-16 demonstrations, an impressive display flown by the Belgians. It was followed by the first of many SP contributions. A demo with a PZL W-3S Sokol chopper, a VIP version no less, gave a very



nice impression of the capabilities of this Polish product. It was followed by another contribution from the Aeroklub Polski, with a Cessna 172 and two Diamond DA-20 aircraft which were the opening of an impressive fly past, although we had to wait a while for it. With no less than 10 formations, it took some time to get things organized as one can imagine. The first SP jet formation was the seven TS-11 Iskras of Bialo-Czerwone Iskry, followed by a parachute jump. When everyone was safely back on the ground, six PZL-Mielec SW-4 Puszczys, a five-seat light utility helicopter, passed by. This helicopter is a sight seldom seen outside Poland. The next contributions came all the way from Mińsk Mazowiecki Airport (EPMM). The remote staging was necessary because of the lack of space at Radom. The flypast continued with a flight of three PZL M-28B1TD Bryza 1TDs. The M-28 is a well known Polish STOL light cargo and passenger plane which came into service in the 90s. Those were followed by a Lockheed C-130E Hercules and two EADS-CASA C-295Ms. The C-130 is a more recent addition, used for the support of the Polish troops in Afghanistan. The SP has received 12 C-295Ms, which replaced the Antonov An-26 Curl about five years ago. One aircraft crashed on 24 January 2008, but 11 are still in service in Kraków-Balice Air Base. Next came a flight of six Lockheed Martin F-16C Block 52+ Jastrzębs, the latest addition to the SP with three





flying and an impressive solo display. Two Mil Mi-24D Hind-Ds of the LWL gave a crowd pleasing demo and showed off the capabilities of this unique helicopter. Next came a first for the Radom airshow, the first display of the new Greek F-16 demo. The consensus in the crowd is that it is still a work in progress. And why did they organize yet another F-16 demo when they have Mirage 2000s and F-4s flying around?! It would certainly make the Greeks stand out from the other five F-16 demos in Europe (the Belgians, Dutch, Danes, Norwegians, Turks, plus the US occasionally).

The host unit of the show, 2. Ośrodek Szkolenia Lotniczego (2.OSzL) have their own demo team, Team Orlik, with PZL 130TC-1 Turbo Orliks. They preformed for the home crowd and showed that this local product is a very capable trainer. Then it was time for another jet, the first of three Czech demonstrations in the air show,. This one was the Saab JAS-39 Gripen. This particular aircraft has become well known on the airshow circuit since it debuted a Tiger livery in May. Next came the solo Pilatus PC-7 Turbo Trainer from Austria. Its impressive demonstration showed clearly why this plane is one of the most popular turbo-prop trainers in the world. The AMX, produced until 1999 by Italian-Brazilian joint venture AMX International, is a very nimble ground-attack aircraft for battlefield interdiction, close air support and reconnaissance missions. It put on a nice display.

squadrons currently active. The following flight of the Mikoyan Gurevich MiG-29 Fulcrums also consisted of six planes. Twelve MiG-29s arrived in 1989 directly from the USSR and more came from the Czech Republic in 1995 and from Germany in 2004. The 30+ aircraft are to soldier on for at least another decade or so and are modified to meet the latest NATO requirements. Next came another flight of six aircraft, this time Sukhoi Su-22M-4K Fitter-Ks. Of 137 delivered aircraft, around

50 are still active and will remain so until 2015 or 2016. They are a very welcome sight indeed because these are the last Su-22s within NATO. One can remark that the flypast was very high, maybe the organizers should talk to their Turkish colleagues. But all in all it was a very nice display of current Polish airpower.

The first aerobatic team was next. The Northrop F-5E Tiger II's of the Patrouille Suisse gave a nice and very pleasant aerial demonstration with very tight formation





The display by Croatia's team "Kрила Oluje" ("Wings of Storm"), flying Pilatus PC-9s, offered a nice comparison with the PC-7 and PZL-130; the PC-9 was clearly the winner among the three. I'm not sure how they do it, but their demonstration is one of the very best in all of Europe at the moment. The Mil Mi-35 Hind-D of the Czech 221. Ibr which followed also allowed a comparison, this time to the Polish Mi-24s seen earlier. It turns out that two helicopters are better for a performance than one. With the PZL TS-11 Iskras in need of replacement, the only factory demonstration of the show came from Alenia Aermacchi, which was pushing the M-346 Master jet trainer. It is a frontrunner in the competition to replace the Iskra, competing primarily with the KAI T-50 Golden Eagle. Next it was time for another Polish contribution, the Mikoyan Gurevich MiG-29UB Fulcrum-B solo display. This was followed by a flypast from a NATO Boeing E-3A Sentry, still in its special 25 years of service paint scheme from 2007.

Next up was the fourth demo team of the day, and the second from Poland; the Biało-Czerwone Iskry, this time flying a six ship formation display. The Czechs, hoping to sell their L-159 ALCA trainer to replace the Iskras, demonstrated its abilities. It is a long-shot in the TS-11 replacement discussion, but a cheap option and that is not unimportant these days. Next came two demonstrations which were eagerly awaited



by many spotters. The base attack demo by two Su-22 Fitters, and the dogfight demo between MiG-29s and F-16s. These demonstrations did not disappoint the crowd! Indeed, one's head had to swivel in all directions to capture the very nice photo opportunities. They were followed by yet another demonstration team, the Patrouille de France flying their Dassault-Brequet/Dornier Alpha Jet Es. Then it was time for another helicopter. Sikorsky's S-70i Blackhawk, built at PZL-Mielic, gave an awesome demonstration

in the slowly setting sun. It was followed by another F-16 demo, this time the Dutch version. The final demo team was the Freccie Tricolori from Italy, flying the Aermacchi MB-339PAN. Their performance is massive, with no less than 10 aircraft in the air. It is always impressive. Close to 19:00, the day came to an end with a demo of the PZL W-3 WARM Anaconda, a navalized search and rescue version of the W-3 used by the LMW. The final conclusion? Time well spent in Poland!

Wings Over Camarillo 2011

Article by Matt Shinavar

It seems fitting that one of the largest showings of warbirds since Chino and AirVenture would be at Camarillo; after providing training during World War II on P-38s, it now serves as home for the Commemorative Air Force's Southern California Wing. Open CAFs hangar, roll out their planes, and call up a couple other CAF friends and it's an instant airshow. While the CAF has a fairly big presence at Camarillo, it would be unfair to have the story end with them; just a couple others based at Camarillo include: Chuck Aaron in

the Red Bull helicopter, Channel Islands Aviation, Sun Air Jets, Ventura County Sheriff's Department, Ventura County Fire Department, a Civil Air Patrol squadron, and more than 600 general aviation aircraft.

Wings Over Camarillo 2011 started with the National Anthem and a Legacy Flight with a Hellcat, Bearcat, and Super Hornet, and quickly transitioned into various aerobatic demonstrations and loads of warbirds flying. There was nonstop action the whole day on the ground and in the air,

and upon uploading the pictures I had taken; that was confirmed – I had broken my previous total pictures taken in one day by 50%! What I had stored on two postage stamp-sized pieces of plastic amounted to the equivalent of more than 100 rolls of film; a day like that will make even the most dedicated filmophiles appreciate the simplicity of digital.

Despite having an airshow, Camarillo was not closed for business. All throughout the day, the flying performances were peppered with arrivals and departures



of general aviation planes as well as charter and taxi flights. There were Mooneys, Cessnas, a couple business jets, Channel Islands air taxis, a Predator Gyrocopter, ultralights, and for me the real treat of the group was a Piaggio P180 Avanti – a twin turboprop pusher, canard business aircraft.

Airshow performances commenced after the Legacy Flight had landed and started with slower aircraft, I imagine to get everyone warmed up. A J-3 Cub, Fairchild PT-19, Buhl Bull pup, Er-coupe 415-D, and two Ryan PT-22 Recruits were first. Next up was an RV-4 Harmon Rocket flying past inflated pylons as the airshow could not get the appropriate permits to allow a more intense flight demonstration through the pylons. Biplanes were up next with a Pitts demonstration followed by a congregation of three Christen Eagles with similar iconic Christen Eagle paint jobs. Then the show took a turn to the East, with a Yak 55 and a Chinese CJ-6 Nanchang flying to provide a look at these relatively rare aircraft from an American perspective. Rob Harrison, the Tumbling Bear, kept up the Eastern theme doing a wonderful aerobatic performance in his Czech-built Zlin-50. Slowing things down a bit, Clay Lacy gave an amazing STOL and low speed demonstration in his Pilatus Porter; the whole demonstration, including a dead stick landing demonstration, seemed like it was done at less than 100mph despite the Porter being one of the larger aircraft of the day and hav-



Matt Shinavar



Matt Shinavar



Eric A Rosen



Eric A Rosen



Eric A Rosen



Eric A Rosen



Matt Shinavar



Matt Shinavar



Eric A Rosen
Matt Shinavar



Matt Shinavar



Eric A Rosen



Matt Shinavar



Eric A Rosen



Eric A Rosen



Eric A Rosen



Matt Shinavar



Eric A Rosen

PHOTO CDS

GET A CD FULL OF YOUR FAVORITE AIRSHOWSTUFF IMAGES!
AIRSHOWS, SPECIAL COLLECTIONS, AND CUSTOM ORDERS
AVAILABLE IN THE STORE!



ing a powerful turboprop sitting up front. People were starting to get antsy at this point; they had seen the Northrop Flying Wing take off before Clay Lacy's performance and now really wanted to see the flying wing, flying. Due to the low frontal area, the Flying Wing approached straight at the crowd and it wasn't seen until it was right on top of everyone. It continued with a couple more photo-filled passes before concluding its flight. With no time to delay, Chuck Aaron took off in the Red Bull helicopter and performed his standard jaw-dropping performance, showing off what

his helicopter can – but logically shouldn't be able to – do. A Shorts Tucano wrapped up the non-warbird portion of the show.

Warbirds. How could anyone not like the sound, history, and passion these aircraft muster? Hellcat, Bearcat, Wildcat, Tigercat. My camera sounded off like the machine guns that used to fire on these aircraft. Mitchell, TBM Avenger, Corsair, Zero, Mustang, Lightning, Warhawk, Spitfire. "Click click click", my camera said back. Deviating from the majority of the crowd paid off now. While most people congregated near show center, I figured it might



Eric A Rosen



Eric A Rosen

be interesting to stay 2,000 feet away from show center – in line with CMA's displaced threshold. A displaced threshold is literally a large white line across a runway that designates where the runway begins; no landing is allowed before that line. Camarillo is unique in that its displaced threshold is thousands of feet from what would appear to be the end of the runway if one were looking at the pavement. This meant that all the warbirds taxied past me, did their engine runups where I was standing, and started their takeoff roll near me, not 2,000+ feet away like most other spectators. There were so many warbirds partaking in the flight, there was literally a traffic jam on the taxi way, turning it into an impromptu runup area. The runup of 10+ warbirds simultaneously created quite the dust storm.

What do 20 warbirds sound like as they roar overhead? Very awesome. It can only make one wonder what it might have sounded like when hundreds or thousands of aircraft would take off for a mission over Europe or the Pacific – I could only imagine it would be deafening. In the moment you're overwhelmed with the sights, sounds, and even smell of these aircraft. Only after they've all landed and taxied back to park do you realize that it took thousands of hours and millions of dollars to bring these aircraft back to like-new condition and keep them in the air. That truly is the value of an airshow like this; I know I'll be back next year.



Eric W Miller



David Jacobson

Ryan Sundheimer



Ryan Sundheimer



Ryan Sundheimer

Eric W Miller



David Jacobson



Ryan Sundheimer



Patrick Barron

David Jacobson



Ryan Sundheimer



Patrick Barron



Patrick Barron



Patrick Barron

David Jacobson



Patrick Barron

David Jacobson



David Jacobson

Alan Barbor



Patrick Barron





Patrick Barron

Alan Barbor



Alan Barbor



Alan Barbor



Alan Barbor



Patrick Barron



Patrick Barron



Patrick Barron

Patrick Barron



Patrick Barron







Michael Misorski



Alan Barbor



David Jacobson



Alan Barbor

Patrick Barron



Alan Barbor



Patrick Barron

Patrick Barron



David Jacobson



REPORTS FROM THE FIELD

We have some of the best airshow photographers helping us bring you amazing photographs and informative reviews from airshows all over North America and even the world. The following pages are stuffed with this outstanding coverage of recent airshows and aviation events.

If you would like to see your own photos and reviews here, just contact us and ask how to contribute. The only requirement is a passion for aviation!

Cold War Jets Open Day - Bruntingthorpe, UK

Photos by Dennis Vos





Super Guppy





*IAC 52 Kathy Jaffe Challenge
Hammonton, NJ*

Photos by Chris Adolor





AN-2 Fly-In - Teuge, Netherlands

Photos by Dennis Vos



Abbotsford International Airshow Abbotsford, BC

Photos by Anthony Richards







Boston Portsmouth Airshow
Pease ANGB, NH



John Nyren



Pete Langlois



Pete Langlois



Pete Langlois



John Nyren



Pete Langlois



Pete Langlois



John Nyren



Pete Langlois



John Nyren



Pete Langlois



John Nyren



Pete Langlois

John Nyren



Pete Langlois



Pete Langlois



Thunder Over The Boardwalk

Atlantic City, NJ





Chris Adolor



Steven King



Steven King



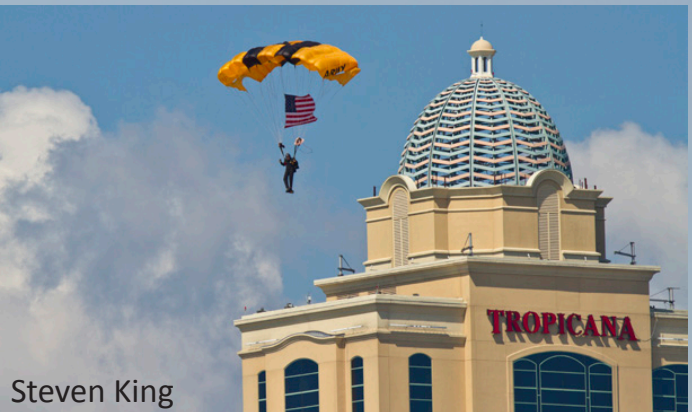
Chris Adolor



Chris Adolor



Steven King



Steven King



Steven King



Melanie D Lee



Chris Adolor

Melanie D Lee



Melanie D Lee



Melanie D Lee



Chris Adolor



Melanie D Lee



Chris Adolor



Steven King



Steven King



Chris Adolor



2011 Oregon International Airshow
Hillsboro, OR
Photos by John Nyren





Military Aviation Spectacle
Lelystad, Netherlands

Photos by Dennis Vos



Zoersel Airshow - Zoersel, Belgium

Photos by Dennis Vos





Wings Over Wine Country - Santa Rosa, CA



Steve Klett



Mark E Loper



Steve Klett



Steve Klett



Mark E Loper Steve Klett





Steve Klett



Steve Klett



Mark E Loper



Steve Klett



Mark E Loper



Mark E Loper

Steve Klett



Chicago Air and Water Show - Chicago, IL



Alan Barbor



Fred Shabec



Fred Shabec

Climb aboard the Super Hornet! Click here for on-board video during the demo



Fred Shabec

Fred Shabec





Alan Barbor



Fred Shabec



Alan Barbor



Fred Shabec



Fred Shabec

Fred Shabec



Fred Shabec

Alan Barbor



Kansas City Aviation Expo - Kansas City, MO

Travis Hampton



Travis Hampton



Jeremy Hampton

Jeremy Hampton



Jeremy Hampton

Jeremy Hampton



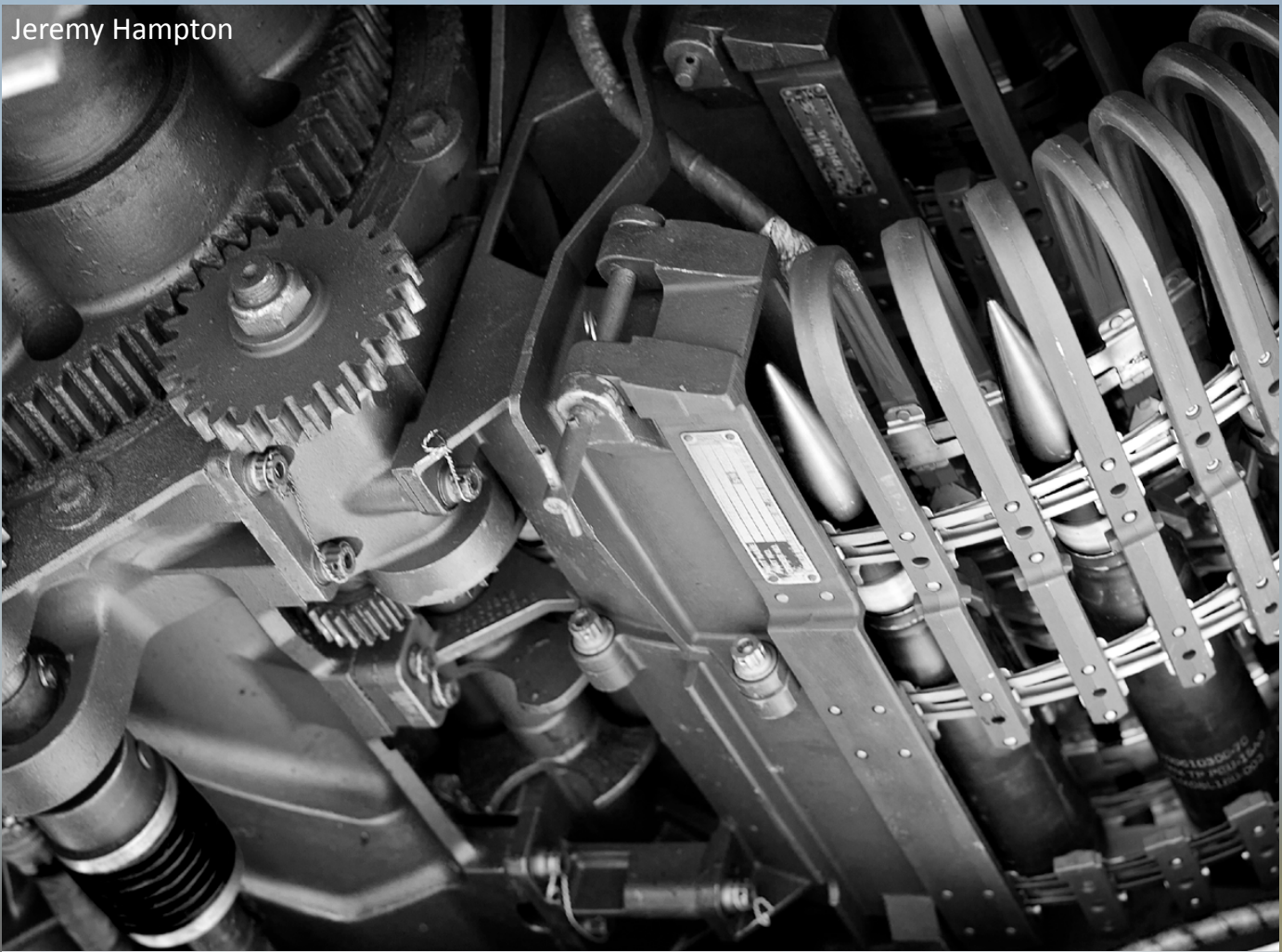
Jeremy Hampton



Jeremy Hampton



Jeremy Hampton



Jeremy Hampton



Jeremy Hampton



Jeremy Hampton



Jeremy Hampton



Travis Hampton

Waterloo Airshow - Waterloo, ON

Photos by Joseph D Ahmad





Lancaster Community Days - Lancaster, PA

Photos by Steven King



Selfridge ANGB Airshow
Selfridge ANGB, MI



Michael Pentrak
Patrick Barron



[Click here for videos from the show!](#)



Michael Pentrak
Patrick Barron



Michael Pentrak



Mark Kolanowski



Michael Pentrak

Patrick Barron



Michael Pentrak



Patrick Barron

Patrick Barron



Patrick Barron



Patrick Barron

Ryan Sundheimer Ryan Sundheimer



Mark Kolanowski



Ryan Sundheimer



Mark Kolanowski



Ryan Sundheimer



Ryan Sundheimer



Ryan Sundheimer

Michael Pentrak



Ryan Sundheimer

Michael Pentrak



Ryan Sundheimer



Defenders of Freedom - Offutt AFB, NE



Travis Hampton
Travis Hampton



Jeremy Hampton



Jeremy Hampton



Jeremy Hampton



Travis Hampton



Jeremy Hampton



Jeremy Hampton



Jeremy Hampton

Jeremy Hampton



Jeremy Hampton



Jeremy Hampton

Jeremy Hampton



Jeremy Hampton

Thunder In The Valley - Waterloo, IA



Alan Barbor



Alan Barbor



Nate Burrows



Nate Burrows



Alan Barbor



Chad Grosvenor



Alan Barbor



Alan Barbor



Nate Burrows



Nate Burrows



Alan Barbor



Chad Grosvenor



Alan Barbor



Chad Grosvenor



Nate Burrows
Chad Grosvenor



Nate Burrows



Chad Grosvenor

Chad Grosvenor





Alan Barbor



Nate Burrows
Chad Grosvenor



Nate Burrows



Nate Burrows

*Oakland County Int'l Airport Open House
Pontiac, MI*



Michael Pentrak



Ryan Sundheimer



Ryan Sundheimer



Michael Pentrak



Michael Pentrak



Ryan Sundheimer



Mark Kolanowski



Mark Kolanowski



Ryan Sundheimer



Michael Pentrak



Ryan Sundheimer

Ride with the Scream'n
Rebels! Click here for
the on-board video



Michael Pentrak



Michael Pentrak



Thanks for Reading!

Ryan Sundheimer