

AirshowStuff

Magazine



MPZ. NO. P222894
DWG. NO. 6507A-2
LDW ANGLE: 23
HIGH ANGLE: 56

MPZ. NO. P222893
DWG. NO. 6507A-2
LDW ANGLE: 23
HIGH ANGLE: 56

Inside:

- Spaceport Open House
- Aircraft of Bonnaroo 2011
- Blue Angel Morning Turns
- Turkish Air Force Turns 100
- WWII Weekend
- Photo Contest
- Reports From the Field
- and more!

July 2011

AirshowStuff

Magazine

July 2011

Cover Photo

A P-47 Thunderbolt sits on display during the Mid-Atlantic Air Museum's WWII Weekend in Reading, PA. Photo by Chris Adolor. For more, see page 74.

- 6 Airborne Movie Star
The Lightyear Blimp
- 8 Plane Crazy Saturday
The Monthly Spaceport Open House
- 16 The Bonnaroo Invasion
- 20 Morning Turns
- 36 Centennial of Naval Aviation Section
 - 38 Naval Aviation History: Interwar and WWII
 - 46 Special Paint Scheme Profiles
- 54 Photo Contest
- 56 The Turkish Air Force's
Centennial Celebration
- 66 The Hamilton Airshow Returns
- 70 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.



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!





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.

Thanks to those who contributed to this issue!

Chris Adolor
Joseph D. Ahmad
Nate Burrows
Aaron Haase
Kevin Helm
David Jacobson
Steven King
Tom Lammens
Pete Langlois
Mark E. Loper
Kevin Martini
Ricky Matthews

Michael Misorski
Antonio More'
Steve Mundy
Andy Nixon
John Nyren
Ryan Orshinsky
Michael Pentrak
Alan Radecki
Christopher Roberts
Eric A. Rosen
Fred Shabec
Pieter Stroobach

AirshowStuff Online Magazine Staff

Editors: Ryan Sundheimer
Anthony Richards
Chad Grosvenor

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 advertisement features a blue and orange splatter background with a world map. On the right, two t-shirts are displayed: a dark blue one with a jet and the text '1-10 Wartho' and a white one with 'HARRIER' printed on it.

AIRBORNE MOVIE STAR

Article and Photo
by Kevin Helm



The Carson, CA based Goodyear Blimp underwent a hush-hush transformation the week of June 12th. Relocating 25 miles away to the former MCAS Tustin, the blimp slipped into one of the historic 1000 foot long WWII blimp hangars for a makeover.

In just over 72 hours, the 192 foot long “Spirit of America” (N10A) was transformed into “Al Oft, the Lightyear Blimp” from the imaginary world of Disney/Pixar’s “Cars”. The “Lightyear” decals adorn only the right hand side of the airship; the port side with the

“Eaglevision” sign is untouched and displays the normal “Goodyear” livery.

On June 18th, the “Lightyear” blimp took center stage circling above the splashy Disney/Pixar “Cars 2” world premiere at the El Capitan Theatre in Hollywood.

During one scene in the movie, a “Lightyear” blimp is circling over the race in Porto Corsa. The Lightyear Tire Company is a proud sponsor of the Piston Cup and provides tires to car #95 Lightning McQueen.

The SOA will re-enter the Tu-

stin blimp hangar on July 7th to undergo regular semi-annual maintenance, during which the “Lightyear” decals will be removed and replaced with the iconic “Goodyear” and wingfoot logos.

This was only the second time

in 80 years that one of Goodyear’s blimps took flight today bearing a different name. In 2006, the “Spirit of Goodyear” (N3A) also bore a temporary “Lightyear” logo while participating at the premiere of the original “Cars” movie at Lowe’s Motor Speedway in Charlotte, NC.

Plane Crazy Saturday

The Monthly Spaceport Open House



Article by Alan Radecki

People who are fortunate enough to work on the flightline at the Mojave Air and Space Port often quip that “every day is an airshow” there. It’s not unusual for the traffic pattern to be shared by an airliner arriving for retirement, a restored warbird, a cutting edge experimental, a QF-4 Phantom on a test hop or a space craft being tested. With all this action in the air, it’s not uncommon to hear people casually remark, “Only at Mojave...”

Aviation enthusiasts, liter-

ally from all over the world, have been known to plan vacations that include a little bit of time staring through the airport fence at the wide variety of strange planes, or to eat lunch at the Voyager Restaurant, hoping to catch a glimpse at something remarkable during the course of a “regular” working day at the airport, if any day there can be called “regular”.

So, in January 2009, when a group of volunteers associated with the airport quietly began holding a monthly open house

and fly-in for local Antelope Valley residents, word quickly spread that if you wanted to stroll the ramp and hang out with some of the more famous “regulars”, you’d better start setting aside the third Saturday of every month. Many airports across the country hold regular small open houses and fly-ins that are fun, but don’t qualify as an “airshow”, but how many spaceports do it?

The event, which eventually took on the moniker of “Plane Crazy Saturday”, was set up by several directors of the fledgling Mojave Transportation Museum, which is currently raising funds to build a facility on the airport. There were several coincident motivations for

opening the flightline gates to the public, from hard-core aviation enthusiasts to families with young kids looking for something both free and interesting to do with a Saturday afternoon.

The Museum needed to get its message out to the community that it was present, growing, and needing to raise funds. Numerous owners of historic aircraft at the airport were looking for an opportunity to display their planes regularly and thereby be able to take advantage of a nice little personal property tax loophole. And, well, a lot of the locals really are just crazy about planes, and love any excuse to go hang out at the spaceport.

Cathy Hansen, who serves on both the board of the East Kern Airport District and the Museum board, explained, “We began hosting Plane Crazy Saturday to give Mojave Airport tenants and surrounding airports a Historical Aircraft Display Day opportunity in order to qualify for a tax exempt status with the county, but it quickly grew into an event that showcased Mojave Air and Space Port with not only our local communities, but to aviation buffs worldwide. We have had people from Ireland, Australia, and Great Britain plan their trips to America around our Plane Crazy Saturday event. Local residents have come to realize what an asset the air-

port is and are now taking pride in having a real connection to what goes on here.”

Bill Deaver, president of the museum board, adds, “Plane Crazy Saturdays have brought people to visit Mojave, where they learn about other area attractions and patronize our many travel and tourism-related businesses. The monthly events also attract interest in our plans to build a comprehensive transportation museum aimed at telling the story of the vital role that transportation has played in the history of Mojave and the High Desert region. What I enjoy most about these events is the opportunity to meet and talk to so many interesting people, including local residents as well as visitors.”

Rebecca Amber, a photojournalist who covers PCS regularly for the aerospace industry newspaper Aerotech News and Review, noted, “What makes Plane Crazy so special is the atmosphere. It’s relaxed, fun and you won’t find a person who isn’t ready to greet you with a smile. Plane Crazy’s coordinator, Cathy Hansen, really is crazy about the aircraft and that, in combination with her outgoing personality, is how she is able to secure such an impressive variety of aircraft and speakers for each month.”

It’s always a treat to see what aircraft will show up on any given Plane Crazy Saturday. In the beginning, the museum team relied on just whoever decided to show up and pull their plane out of the hangar. Over time, though, as in-

Alan Radecki



Rebecca Amber - Courtesy of Aerotech News



Test pilot Dick Rutan holds court and autographs memorabilia at Mojave’s Voyager Restaurant.

The JA-5 Walrus is the brainchild of John Avery, one of a number of employees of Scaled Composites who have designed and built their own aircraft on the side.



Alan Radecki

The XCOR Aerospace EZ-Rocket (foreground) is the world’s only rocket-powered, twin-engined Long-EZ variant, having been designed as a developmental testbed for the company’s in-house designed rocket motors. The EZ-Rocket has set a number of world records while flown by Dick Rutan.

Alan Radecki



Alan Radecki

L-1011 Stargazer, the launch aircraft for the Pegasus rockets, was the featured aircraft, dwarfing the airport's administration building as it sat proudly on the ramp.

Other local "New Space" entrepreneurial ventures have also displayed their hardware during PCS, including Masten Space's X-Prize-winning Xombie rocket and two rocket planes from XCOR Aerospace, the EZRocket and the prototype Rocket Racer. When their workload, such as development of their Lynx spaceplane permits, XCOR occasionally opens their hangar to PCS visitors, complete with demonstration firings of one of their small thruster rockets, which they've dubbed a "tea-

cart engine".

The one family name that is perhaps most synonymous with Mojave is Rutan, and while aircraft designer Burt has retired from his leadership at Scaled Composites to the wilds of Idaho, test pilot Dick is a regular PCS attendee, along with his one-of-a-kind Berkut and its custom American Eagle paint job. Dick believes that if you pull your plane out of the hangar, you ought to go flying, and so he does. Besides his fame as one of the round-the-world Voyager pilots, Dick is also a Vietnam veteran, having flown Misty F-100 Super Sabres. When he was scheduled to be the featured speaker at the December

2010 event, rare rain in Mojave threatened to douse the fun, but instead well over 60 people crowded into the Voyager Restaurant to hear him speak for an hour and a half on his days as both a Voyager and a Misty pilot, with an ex-Tracor Flight Systems F-100 sitting just outside the restaurant's picture windows.

Other guest aviators have included Korean vet and F-86 pilot Col. John Lowery (with a CF-86 and MiG-15 on display, too), Star Trek star Michael Dorn and author and AOPA Pilot writer Barry Schiff. Even Tom Cruise's P-51D "Kiss Me Kate" has put in an appearance at PCS. Three air race teams call Mojave home; Nemesis NXT, Wasabi,

terest grew, PCS began to highlight either a featured aircraft or aviation speaker. Of course the fly-in aspect, as well as the unusual variety of resident aircraft, still rarely fails to surprise visitors. In addition, a pair of ex-Disneyland tram cars pulled by an aircraft tow tug are usually on hand to take visitors on a flightline tour.

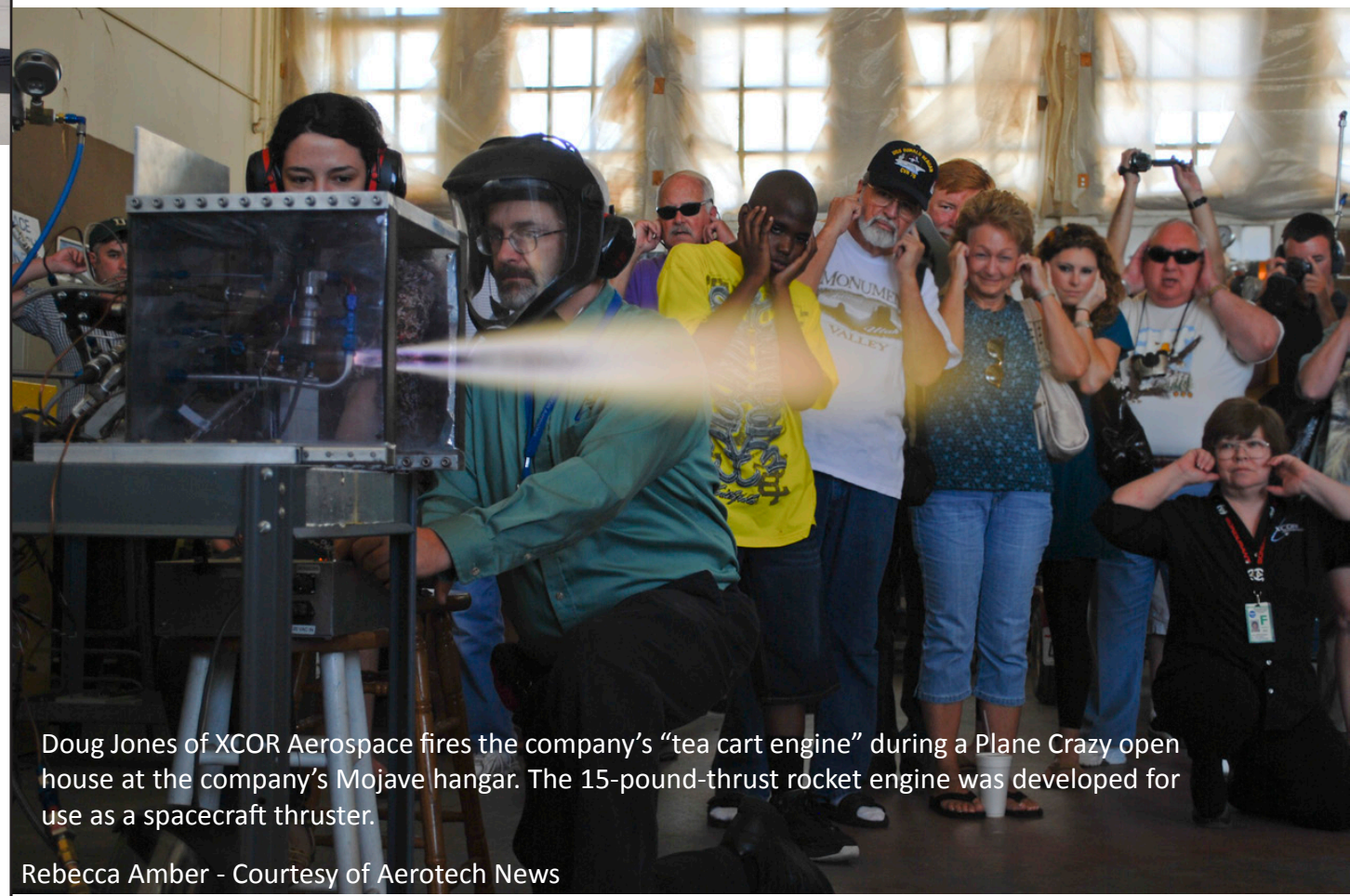
While PCS cannot legally call itself an "airshow" (there's a whole lot of paperwork that would need to be done if that were to happen), it does take place at an active airport, and so besides the transient aircraft arriving and departing from the fly-in, it's not unusual for local pilots to do a once-around-the-pattern, complete with a low pass down

the runway. The airport is home to several competition aerobatics pilots who have a designated practice box just northeast of the field, easily within view of the flightline crowd and the diners at the Voyager Restaurant.

Hansen commented, "You never know what you might see on the ramp at Mojave Airport, and crowds thrilled to the sight of [Virgin Galactic's] WhiteKnightTwo returning from a flight to New Mexico during the June 2009 PCS. It was one of my favorite PCS events. What a wonderful, unscheduled surprise when WhiteKnightTwo came down Runway 26 for a low pass, then made a second pass down Runway 30, before landing. Everyone was

mesmerized as the huge, graceful mother ship taxied past the crowd. And pilot Pete Siebold's little ones were happy to see their PaPa. Another, 'only at Mojave Airport' day!" The only other place the unusual twin-fuselage aircraft had been displayed was at Oshkosh.

For the February 2011 PCS, WhiteKnightTwo, this time with SpaceShipTwo attached, was pulled out and put on static display, since the theme of that event was "gliders", and which featured a talk by sailplane record-holding pilot Jim Payne. And if that space-launch platform wasn't big enough to satisfy the visiting crowds, just three months later, Orbital Sciences' Lockheed



Doug Jones of XCOR Aerospace fires the company's "tea cart engine" during a Plane Crazy open house at the company's Mojave hangar. The 15-pound-thrust rocket engine was developed for use as a spacecraft thruster.

Rebecca Amber - Courtesy of Aerotech News

JET STREAM MEET STREAM



SUBSONIC PHOTOGRAPHY
PUSHING BARRIERS



WWW.SUBSONICPHOTO.COM

Wildfire is a Mojave-based unlimited racer that is being built based on a T-6 Texan airframe.



Alan Radecki

Alan Radecki



and Wildfire; each of these aircraft have also been trotted out for display.

Plane Crazy Saturday will continue to take place on the third Saturday of every month for the foreseeable future. The organizing team has just scratched the

surface of aircraft and aviators that deserve to be featured, and upcoming events are announced on the museum's Facebook page and their website. And yeah, it's just another small-town airport... er...spaceport... open house... they have those all over the

country, right? Sure. And with the unique aircraft that routinely show up, visitors will continue to say, "Only at Mojave!"

*For more info on upcoming Plane Crazy Saturdays, visit:
www.MojaveMuseum.org*



Alan Radecki

The Bonnaroo Invasion



Article and Photos
by Antonio More'

For four days, over 80,000 hot, stinky, and excited music fans from across the country converged on tiny Manchester, Tennessee for the Bonnaroo Music Festival.

As the largest local airfield to Manchester, the Tullahoma Regional Airport (KTHA) carried the brunt of celebrity and fan exec-jet traffic in and out of the festival. Since 2011 was the festival's 10th year, aircraft traffic was especially high with over 75 aircraft passing through the airfield in support of the event. Rapper Eminem was the biggest name to arrive to Tullahoma this year, but previous events have seen Steve Martin, Jay-Z and Beyonce, Sting, and bands like Metallica and Pearl Jam use Tullahoma as a convenient location to land enroute to the festival.

Tullahoma, whose airfield was originally built in the 1940s as a WWII B-24 Liberator training base, is now a major regional airfield serving much of southern Middle Tennessee with its multiple paved and grass runways. Aircraft ranging from the Tennessee Highway Patrol's Jet Ranger to a US Army UH-72A Lakota to a seemingly endless parade of Net Jets Citations and privately owned Gulfstream and Challenger jets filled the ramp to capacity in what is remembered at the busiest Bonnaroo weekend ever at KTHA.





Morning Turns

Article and Photos
by Kevin Martini

I'm flying along at 700 miles per hour in the rear seat of a blue and gold F/A-18 Hornet enjoying the ride of my life when it happens. I can't remember exactly how long the alarm was sounding, but it was there. Repetitive. I'm confused, because the pilot doesn't seem to notice, or care for that matter. Slowly my vision begins to fade to white, and for the first time in this flight, I begin to feel real fear. Am I experiencing a whiteout? A split second later I begin to sense people talking around me. I hear them, yet I can't quite make out what they're saying. That's when I notice the same repetitive alarm, still ringing in my ear. Bleeeeeep, Bleeeeeep, Bleeeeeep. As I begin to open my

eyes, it all starts to make sense. The cool-blue haze of the television against the pale tan wall seals the deal. I roll over and silence the alarm clock. I lie there, in my hotel bed for a second, and then sit up with a smile on my face. I've dreamt about flying with the Blue Angels countless times in my life, and I'm usually pretty sad to let the dream go when I wake. But today, I get to spend the day with the world's premiere precision flying team - the United States Navy's Blue Angels.

Even though I couldn't fall asleep until well after midnight the night before my dream ride in #7, I roll out of bed at 0415, almost with a skip in my step. The normal morning routine (shower,

shave, tooth brushing) goes by in a blur, and before I know it, I'm staring at my heavily packed photo-backpack. That's when the feeling hits me. A combination of fear, self-doubt, and shyness all rolled up in a warm blanket of total excitement. The last time I felt this was while standing in the sacristy during the final minutes before my wedding. I snap out of my daze, and refocus on my camera bag. Camera bodies? Check. Fully charged batteries? Check. Wide, tele, and super-tele lens? Check. Freshly formatted compact flash cards? Check. I went through this whole procedure the night before, yet I can't help myself from doing it all over again. I zip up the bag, strap on the tripod



and head for the door.

It's dark outside, with a cool fresh sea breeze in the air as I steer my rental car down South Navy Blvd., all the while trying to plan the day's shots in my head. I have to force myself to stop thinking about it, and just shoot what comes natural. I consider myself to be a photojournalistic, natural photographer. I don't like setting up for shots, or using complex

lighting. Just give me my camera, and if I see something that piques my interest, I try my hardest to capture it the way it is. I see the NAS Pensacola base entrance up ahead and that familiar feeling grows again in the pit of my stomach. Thankfully, I'm at the gate before I can think more. After the appropriate checks, I'm through and on the base heading towards Blue Angels headquarters. It's

0520, and after thinking I made a wrong turn a few times, I finally pull into the parking lot, park, and step out of the car. The smell of the ocean had been replaced by the occasional waft of JP5 and other machine oils. I gather my gear from the trunk and head towards the fence. The process at the main gate took a little longer than expected so MC3 Julia Casper was already waiting for me with an extra set of hearing protection...of course in beautiful Blue Angels yellow.

Just as we stepped through the fence, I heard the first spool of a jet engine. I'd reported on base for morning turns, and they had just begun. As Julia and I head out towards the flight line, she informs me, very pleasantly but with a slight underlying sternness one would expect from a professional, that 1) I am allowed to move where I would like with the exception of a few areas, and



2) that if she asks me to move, I would be wise follow her request. She only had to tell me once. We proceed closer, and one by one I hear more jet engines coming to life. For those familiar with military jets, or air shows, the high-pitched whine and slight clicks are almost music like. But what you're really waiting for is the guttural, low growl from the engine as it comes up to speed. I find myself mesmerized by what I'm seeing and for several minutes, so I simply stand and watch. The smell of jet exhaust grows, as one by one the Blue Angel jets are brought to life by a ballet of crew men and women. Each person moving with a purpose and precision that only countless hours of drilling can create. Julia finally brings me back to reality by asking

me in my ear (ok, yelling into my ear) what I was hoping to "capture" this morning. Kindly, offering to help put me into the best position. I explain that I just need her to let me know before I take a step in the wrong direction. I pull the camera out of my bag, slap on the telephoto lens, double check the settings and off we go.

If you've ever watched the beginning rituals of a Blue Angels performance, you know the level of precision movements each of the crew are capable of performing. I was honestly surprised to see them all, at "still pitch black early" moving with those clock-like movements. Each step, hand placement, and action was well rehearsed and it showed. I give up on trying to capture the feeling in mid-speed photography. Even

with an ISO of 6400 they're simply too fast, and too crisp. I quickly set up my tri-pod and start shooting some long exposures, switching between anywhere from 5 to 30 seconds. Trying hard to convey the feeling of motion, and for a layman like myself, the chaos that's on display before me. On one of the longer exposures, I notice stars in the background on the camera's display, and for the first time, I look up. A beautiful spread of stars above me, for a moment, take me back to my boy scout camping days. Thanks to the wide-angle lens, I am able to capture those stars in a few more of the pictures I snap that morning.

Right around the time that the first hints of daylight are creeping over the horizon, all of the



engines have successfully been run and tested, and one by one they're shut down. We remove our hearing protection, restoring all five senses, and Julia lets me know that once all the engines are down we are allowed to approach the jets more closely. As the refueling truck makes its way onto the tarmac, Julia escorts me closer to watch some of the life support crew replenish the O2 tanks. It's there, now in relative quiet, that I'm able to gather a sense of how close the crew is with each other. I hear not only work related discussion, but the fun reverie of a team. Even with a group this large, you can't help but sense the teamwork. For those of you who have seen it, be it in a sports team or a group of coworkers, you'll agree that it's very hard to explain - but you know it when you see it, and this group definitely has it. We move around, always staying out of the way of the working crew as they finish refueling, and performing the last tasks of the morning. The

sky is a pretty shade of purple as the last of the crew heads inside. I keep Julia out in the cool air as I wait for some shots of the jets in the sunrise. Thirty minutes or so later, we're finished and begin to head towards the building. I find myself getting excited to step inside history and walk the halls.

We step inside, and the building is as alive inside as it was outside an hour ago. Julia escorts me around, pointing out different departments within the Blue Angels organization. As we turn a corner into a stairwell, I unintentionally slow down and lag behind. Before my eyes is Blue Angels history, as told by the annual lithographs that the team produces. Each one a work of art in its own right, but when combined it's almost hard to know which one to look at first or next. My eyes just end up darting around, trying to look at each one at the same time. I see Julia smiling from around the corner, so I pick up the pace a little bit. As I reach the second floor, I'm presented with another wall of pic-

tures. Not lithographs like before, but head shots of each member of the Blue Angels team. Each one organized into their respective groups, a fitting tribute to the sheer size of the team. While the pilots tend to be the most public facing, there are around 25 other members per pilot standing proudly next to them. Julia shows me around the second floor, which includes the famous ready-room (no photography allowed) and we finally enter the Public Affairs office. I am gladly given some desk space, where I quickly begin to back up my memory cards on my laptop, as well as to take a sneak peek at a few of the shots, hoping that they looked as nice on a large monitor as on the 3" screen of my camera.

It is here that I have the opportunity to meet MCC Kurt Anderson, MC1 Joseph Reynoso, MC2 Jen Blake, and MCSN AJ Johnson. Most of the names I was already familiar with, and if you're a fan of the Blue Angels on Facebook, then you're probably familiar as well. They've produced some amazing shots of the team, and several of those pieces hang nicely on the walls of their office. Today is a practice day, so there's a lot of activity in the room as well as everywhere in the building. I do my best to simply stay out of the way, and watch the well tuned machine work. It's not much longer before MCC Anderson is letting me know it's time to head outside to watch the practice demo. I pack up and grab my gear and head downstairs, once



again lagging behind just a little to admire the lithos in the stairwell.

Stepping out into the sunlight is a bit startling. My eyes quickly adjust to the light to discover a decent sized crowd of invitees gathered to watch the day's practice. Kurt escorts me into the public area and explains that I'll be alone for the duration of the demo, but to remain in the specified area. I set up for the demo with my super-telephoto lens and don't have to wait very long before the pilots step out of the building. Smiling and waving to the crowd as they make their way to their jets, moving with a swagger of confidence that only comes from being a fighter pilot. They begin their performance, and as always, put on a fantastic show. It's always fun to watch others in the crowd who have never seen a demo before. While I wasn't looking at them, I heard quite a few startled screams during the first sneak pass, followed by giddy laughter, and then more screams a split-second later brought on by the second sneak pass. Before I know it I see the ground crew heading back out onto the tarmac, signaling the demo is about finished. As always, they move in precise and coordinated steps. One by one the jets land and taxi in. The ground crew secures the planes, the pilots exit, march towards the crowd, salute, and then begin forming up for photos with the VIPs.

AJ escorts me back inside, and we chat as he works quickly to download, and print the VIP



pictures. The efficiency is impressive. Sadly, after backing up my memory cards once again (can't be too safe) it was time to leave. I arrange a start time for the next morning, and then thank just about everyone I could see before being escorted to the gate I'd entered only five hours ago. As I walk away, I catch myself looking back and smiling several times.

What a day it had been. The best part is, I get to do it all over again the next day.

As I expected, I wake up the next morning just as excited as I was for the first day. The only difference was, my feeling of self-doubt and shyness had subsided. This morning was nothing but sheer excitement. I quickly run through the same mourning rou-

tine as the day before, and just an hour after the alarm went off, I walk up to the entrance gate at the Blue Angels facility. This morning was going to be a little bit different, because the team was flying out to Jacksonville for the upcoming air show. MC3 Julia Casper would be traveling with the team, so this morning I had the honor of being escorted by MC2 Jen Blake.

The crew would still perform a morning turn, but rather than fly a demo, they would load up Fat Albert and then head out.

As Jen and I stepped onto the flight line at 0530, the first jet engines were being started. The crew moving about with the same precision as the day before still impressed me. After the turns, it was time to give Fat Albert the at-

tention he was due. I hadn't been able to photograph him the day before, because he was towed off for a shower. This day was different. There he sat, sparkling clean in the early pre-dawn light. Bert was already loaded with all the equipment and spare parts the crew might need for the next air show, but there was still plenty of crew and other items to get on

board.

As Jen and I chatted during one of the long exposures, a crewman came along in a Tug, pulling the crews luggage in a rack. The scene was reminiscent of luggage arriving at a commercial airline. The crewman approached Bert in a wide sweeping arc, carefully pulling close to the door. In a matter of minutes, the luggage was on,

and the rest of the crew was starting to make their way onto Bert for departure. The sun continued to rise, casting pretty shades of orange, pink and purple across the sky and clouds as everyone boarded. There was a sort of jovial step to their walk and talk, and I could tactfully sense how well everyone got along, and how excited they were to be departing for another air show.

One by one, the turboprop engines began to come to life, the sound frequencies fluctuating with the RPMs and blade pitch. Almost immediately after all four engines and props were turning at speed, Jen prompted us to move, informing me that where we were standing was about to get it by some high-speed prop wash. To be honest, the little boy in me wanted to stay there and feel the force of

the hot air and wind. But that lasted only a second or two, and I followed Jen to the right, and then in front of Fat Albert. It is a little intimidating as Bert taxis toward us. Even though I know I am safe, seeing that big, beautiful C-130 coming towards me through a camera lens made me feel like he was only inches from my nose. A split second later, he makes the turn to the

left and headed out towards the runway. It was there that I got a little taste of what I'd hoped for a few minutes before. The hot jet and prop wash hits us like a mid-summer Arizona breeze. Not horribly forceful, almost as if it was Fat Albert's way of saying goodbye. They taxi along to the runway, and a couple of minutes later, I hear all four engines roar up to full power. As

Bert rotates into the morning sky, I see vapor spiraling off of all four props. A few minutes later, all is quiet on the flight line again. Jen is needed for a meeting, so MC1 Joseph Reynoso escorts me for a few minutes while I shoot pictures of the main building and hangar in the morning light. He then leads me back inside and into the Public Affairs department. There I back up my memory cards

yet again, and had some time to talk with the Public Affairs team before the pilots departed. It was nice to have some light discussion about photography, web sites, hot Doritos, and the Blue Angels in general. I can't remember the last time I felt so comfortable with a group of people I had just met. Faster than I had hoped, we hear word over the radio that the pilots are only a few minutes from



departing. Jen gives me the signal, and I quickly gather up my gear and we head back out to the flight line. We aren't standing there for very long before the pilots step out of the building, and start making their way to their planes. As they pass by us, smiles, casual conversation, and waves of good bye are given. In an exercise that is not often seen by the public, each pilot performs a walk-around of his own plane, checking and double-checking each critical point before climbing the ladder and sitting down and strapping in with the help of their

crew chief. During a performance, and in a demonstration of incredible trust, the support crew performs the walk around for the pilots. After each pilot is seated and strapped in, the support crew swiftly make their way away from the jets, some with a little more displayed humor than others. A few seconds later, all the canopies begin to close simultaneously as the all too familiar sound of the jet engines starting up signals me to put on my hearing protection. Once all the jets are up and running, they begin their pre-flight tests. It is awe-



some to stand in front of Boss, watching the rudders go left, right, and back. The ailerons flapping up, down, and back to center as each control surface is checked and rechecked. All at once, the smoke systems are tested, throwing up a huge cumulonimbus-sized cloud of smoke. In too short of time, the team is ready to taxi. Boss starts to go first, and though I felt close to Bert, it felt like the tip of #1 was going to poke me in the eye. Of course I am wrong, and Boss turns to his left and salutes the team and chief. One by one, each jet taxis out of their respec-

tive spot, and follows along behind Boss, each showing their gratitude by saluting the crew. A few seconds later, Jen and I are hit by a blast of hot jet wash from all six jets. Jen turns her head away to protect from getting dirt in her eyes, but no way was I missing a second. I watch as the team taxis away, heading towards the runway. Only a few minutes later, I hear the sound of eight jet engines spooling up to full power. I watch as the diamond rolls by, in full afterburner, screaming down the runway. I'm not sure, but I think I even held my hand up in a wave





ery detail, the colors, the smells, the people, everything. I thank Jen once again and start towards the car, turning back every 20 paces or so to look at the hangar, wishing I was at the beginning of this trip, rather than the end. I get to the car and begin making my way back to my hotel. I have a perma-grin plastered on my face as I drive out of the base gate. I just spent two days with the Blues. I continue on, smiling, as I relish the fact that the memories forged during the past two days will stay with me for a lifetime.

I'd like to thank MCC Kurt Anderson, MC3 Julia Casper, MC2 Jen Blake, MC1 Joseph Reynoso, MCSN AJ Johnson, LCDR Amy Tomlinson, and every other member of the Blue Angels team. The opportunity to step behind the scenes, and do my best to document all of the hard work each of you do day in and day out, was a HUGE honor, and one that will stay with me for the rest of my life.

goodbye as the four gleaming F/A-18s rolled up and into the sky. A moment later, I hear the two solos come up to burner and go screaming by. I feel a twinge of sadness creep over me as I watch all six jets fade away into the sky. The feeling grows as I lose sight, but yet can still hear the team getting farther away with each passing second. My time in Pensacola was winding down.

I head back inside with Jen, where I snap off a few more pictures for myself and then begin

packing up all of my gear. Before I know it, I find myself looking at a fully packed camera bag, and I've run out of excuses in my head to stay any longer. My mother raised me to never over-stay your welcome, and this was definitely one of those times where I didn't want to come even close to that. So I get up, thank everyone over and over, and am escorted to the gate by Jen. During the walk out, I find myself trying to take a mental video of everything I see. Trying to force myself to remember ev-



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?

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

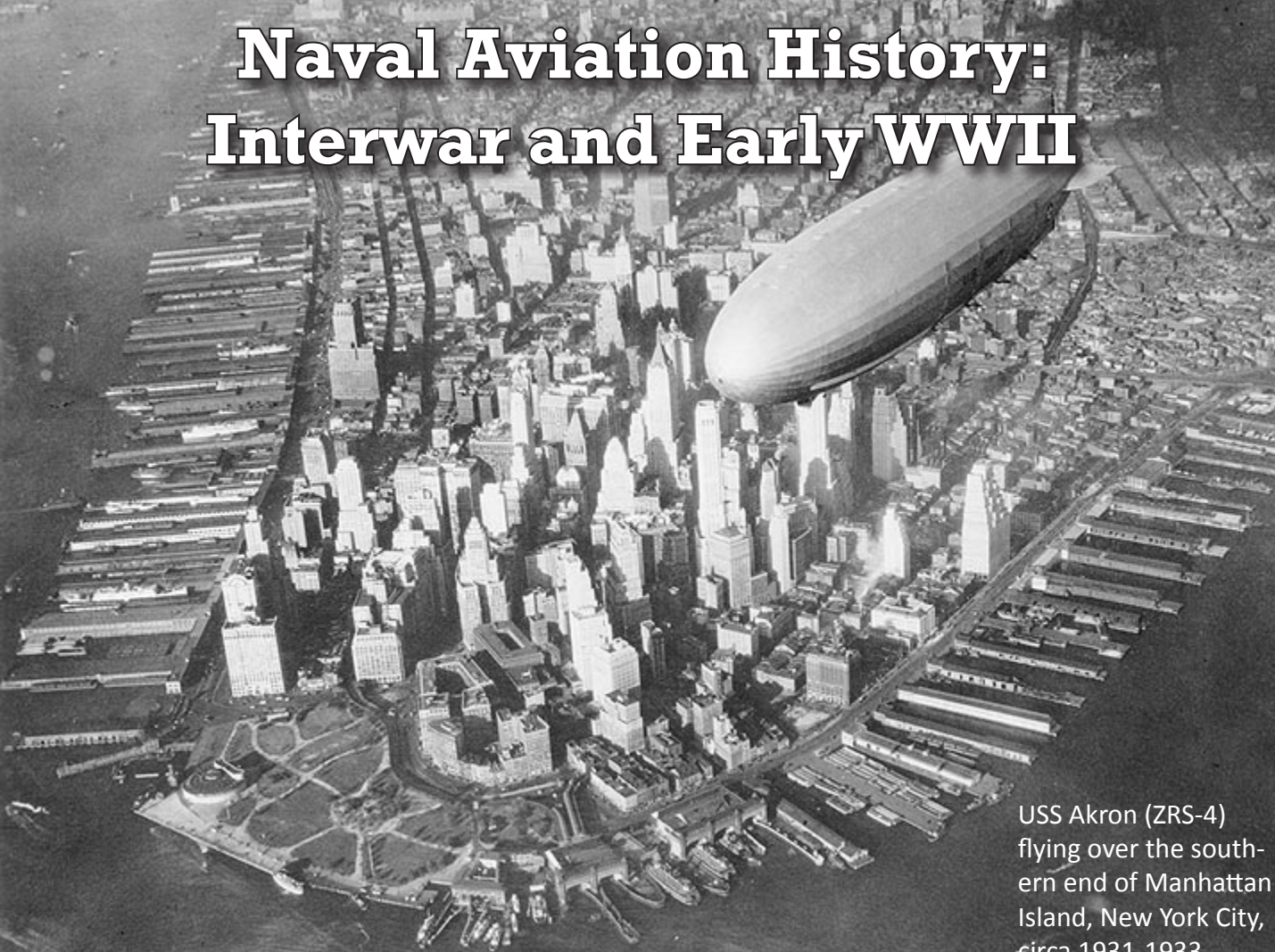
Homecoming Air Show in November.

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

July 18-24	Detroit Navy Week and Thunder Over Michigan Airshow - Detroit, MI
July 25 - August 1	EAA AirVenture - Oshkosh, WI
July 31 - August 8	Seattle Fleet Week and Sea Fair - Seattle, WA
August 8-14	Fargo Navy Week and Airshow - Fargo, ND

Naval Aviation History: Interwar and Early WWII



USS Akron (ZRS-4) flying over the southern end of Manhattan Island, New York City, circa 1931-1933.

US Navy Photo

Article by Chad Grosvenor

The year of 1928 brought about more world records and milestones for the aircraft carriers USS Saratoga and USS Lexington, which were both commissioned in late 1927. For example, the first takeoff and landing on each ship occurred in early January of 1928. With all of the records being set by the aircraft and pilots, the sailors didn't want to feel left out; the Lexington set a speed record of its own by traveling from the coast of California to Hawaii in just over 72 and a half hours. Dive bombing was changed on June 30th, when the Martin Company was given

a contract for the development of the XT5M-1 "diving bomber," which became known as the BM-1. The Naval Aircraft Factory made a similar model, known as the XT2N-1. Both aircraft were the very first dive bombers made to deliver a 1,000-pound bomb. On July 25th, the USS Langley's bow and stern catapults were authorized to be removed since neither had been operated in three years.

Night flying requirements were developed for all naval aviators operating heavier-than-air aircraft in 1929. That same year saw both the Saratoga and Lex-

ington appear in their first fleet exercises. Rear Admiral William A. Moffett was selected for yet another tour as Chief of the Bureau of Aeronautics, making it his third straight. Additional world records were broken and more races were won. The first flight over the South Pole occurred in frigid late November. This historic flight was commanded and navigated by Commander Richard E. Byrd.

On February 14th, 1930, the first monoplane designed to operate from a carrier was delivered to NAS Anacostia in Washington DC for testing. It was later pur-

chased by the Navy and given the designation XF5B-1. The very next day, the Naval Aircraft Factory was authorized to start developing an effective retractable landing gear. On March 21st, the aforementioned Martin XT5M-1 passed strength and performance requirements in diving tests. In January of 1931, the Navy ordered their first rotary winged aircraft, the XOP-1 Autogiro from Pitcairn Aircraft Inc. On February 25th, a new pilot training syllabus was established which added an Advanced Seaplane course. A propeller development program was initiated on March 2nd. The program led to the adoption of variable pitch props. Hamilton Standard Propeller Company won a contract for two such propellers to be used on fighting planes. On April 2nd, a contract for the XFF-1 was awarded to Grumman. The two-seat fighter was to be the first naval aircraft to have a retractable landing gear. Just one week later, the Glenn L. Martin Company was given a contract for twelve BM-1 dive bombers. In September, Rear Admiral Moffett requested that the test and evaluation of variable-pitch propellers be sped up after it was noted to improve takeoff performance and to slightly increase the top speed of the aircraft. About two weeks later, the XOP-1 Autogiro, piloted by Lieutenant Alfred M. Pride performed takeoffs and landings on the USS Langley. On November 2nd, Marine Scouting Squadrons VS-14M and VS-15M embarked on the Saratoga and Lexington re-

spectively. These squadrons were based on carriers until late 1934, and they were the first of the Marine air units assigned to carriers. In December, the USS Langley operated off of the New England coast for nine days to test the cold weather operating capabilities of carrier deck gear and aircraft, as well as the efficiency of protective flight gear.

On March 24th of 1932, in

response to reports from excited spectators who had observed the performance of the Mk XV Norden bombsight in trials against the USS Pittsburgh (Armored Cruiser No. 4) which had occurred the previous October, the Army Air Corps asked for the Navy to give them 25 of the Mk XV sights. This happened to be the Army's first commitment to the Navy-developed sight that would soon



Aircraft on the flight deck of the USS Saratoga (CV-3), preparing for launching, circa 1929-30. Planes in the foreground are F3B-1 fighters. In the background are fifteen T4M-1 torpedo planes of Torpedo Squadron Two (VT-2B).

US Navy Photo

become vital to high altitude precision bombing in World War II. Research of the physiological effects of high acceleration and deceleration faced during dive bombing and other violent maneuvers was started on July 28th. The innovative research pointed to the necessity for anti-blackout equipment, which eventually led to G-suits. It wasn't until October of 1933 that development of anti-blackout gear was started. This original gear was nothing like the G-suits today; it was a simply special abdominal belt. On April 4th, 1933, the airship Akron (ZRS-4) crashed during severe weather off of the coast of Barnegat Light, N.J. There were 73 fatalities; amongst them were Rear Admiral William A. Moffett and Commander Frank C. McCord, the Commanding Officer of the Akron. Under the terms of the National Industrial Recovery Act, President Roosevelt gave the Navy \$238 million for the production of new vessels, which included two more aircraft carriers. In no more than two months, contracts were granted for carriers number 5 and 6 which eventually were commissioned as the USS Yorktown and USS Enterprise. On June 30th, 1934, Douglas was awarded a contract for the XTBD-1 torpedo bomber, a prototype of the TBD Devastator design which would stay in operational use until June of 1942. In November, another contract was issued, but this time to Northrop for the XBT-1, which doubled as a two-seat scout plane and 1,000 pound dive bomber. The airplane was the first in the sequence of prototypes that led to the SBD Dauntless series of dive bombers that were introduced to the fleet in 1938 and used during World War II. After a strong gust of wind that caused a structural failure, the airship Macon (ZRS-5) crashed off of the coast of Point Sur, CA on February 12th, 1935, killing two people. One month later, the Navy gave the Pitcairn Autogiro Company a contract to take the wings off of the XOP-1, thus making it the XOP-2 which then became the Navy's first heavier-than-air aircraft lacking fixed wings. On November 15th, recommendations from a fighter design competition were approved, launching development of the Grumman XF4F-1 biplane and the Brewster XF2A-1 monoplane. Even though the project involved many subsequent adjustments, it provided

US Navy Photo



Boeing F3B-1, BuNo. 7728 attached to a Utility Squadron Unit at San Diego, CA. on 25 June 1934.

cer of the Akron. Under the terms of the National Industrial Recovery Act, President Roosevelt gave the Navy \$238 million for the production of new vessels, which included two more aircraft carriers.

ers. In no more than two months, contracts were granted for carriers number 5 and 6 which eventually were commissioned as the USS Yorktown and USS Enterprise. On June 30th, 1934, Douglas was

US Navy Photo



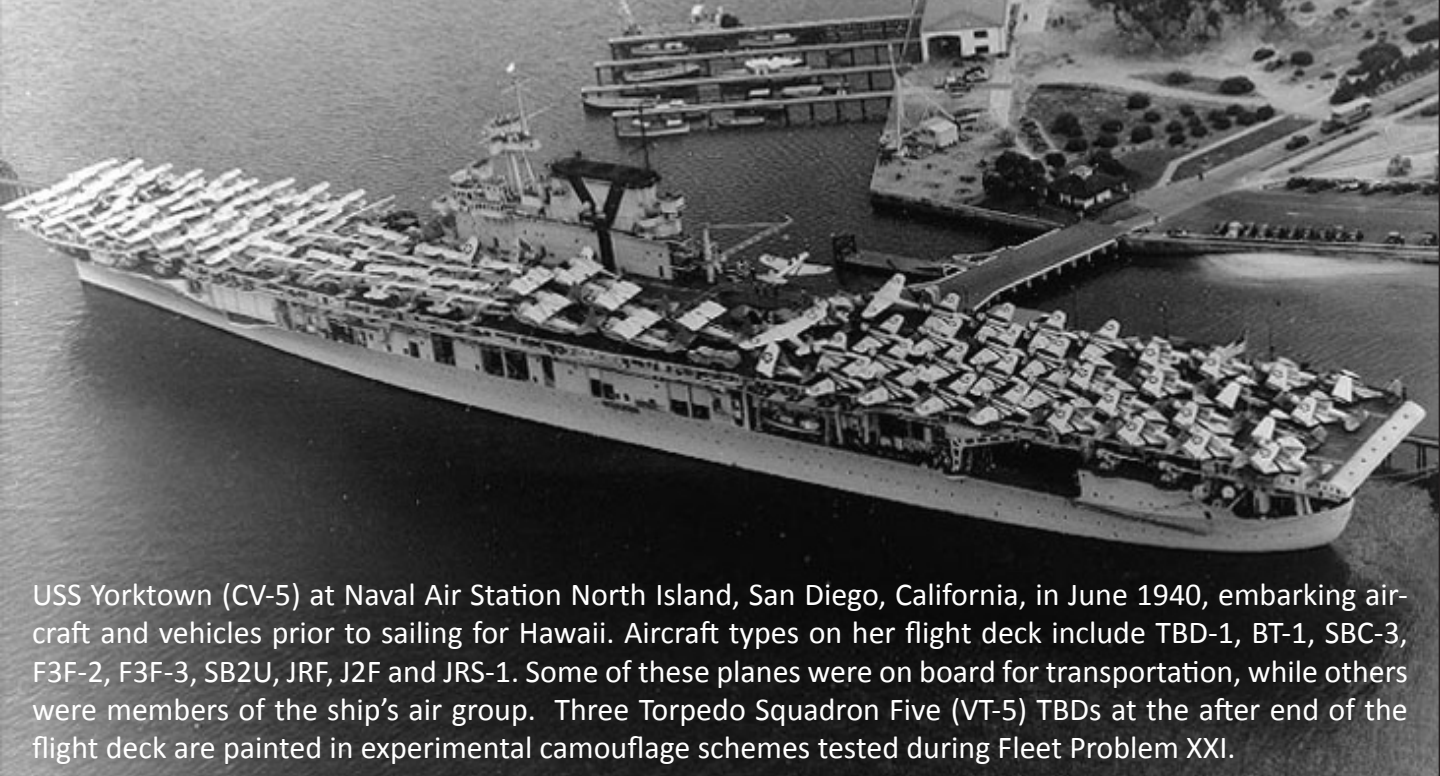
Grumman F3F-3 Fighters from Fighting Squadron Five (VF-5), USS Yorktown (CV-5) in a three-plane formation over the Southern California coast, circa 1939-40.

awarded a contract for the XTBD-1 torpedo bomber, a prototype of the TBD Devastator design which would stay in operational use until June of 1942. In November, another contract was issued, but

this time to Northrop for the XBT-1, which doubled as a two-seat scout plane and 1,000 pound dive bomber. The airplane was the first in the sequence of prototypes that led to the SBD Dauntless series

ries of dive bombers that were introduced to the fleet in 1938 and used during World War II. After a strong gust of wind that caused a structural failure, the airship Macon (ZRS-5) crashed off of the coast of Point Sur, CA on February 12th, 1935, killing two people. One month later, the Navy gave the Pitcairn Autogiro Company a contract to take the wings off of the XOP-1, thus making it the XOP-2 which then became the Navy's first heavier-than-air aircraft lacking fixed wings. On November 15th, recommendations from a fighter design competition were approved, launching development of the Grumman XF4F-1 biplane and the Brewster XF2A-1 monoplane. Even though the project involved many subsequent adjustments, it provided

US Navy Photo



USS Yorktown (CV-5) at Naval Air Station North Island, San Diego, California, in June 1940, embarking aircraft and vehicles prior to sailing for Hawaii. Aircraft types on her flight deck include TBD-1, BT-1, SBC-3, F3F-2, F3F-3, SB2U, JRF, J2F and JRS-1. Some of these planes were on board for transportation, while others were members of the ship's air group. Three Torpedo Squadron Five (VT-5) TBDs at the after end of the flight deck are painted in experimental camouflage schemes tested during Fleet Problem XXI.

US Navy Photo



Brewster F2A-3 "Buffalo" fighter in flight on 2 August 1942. Pilot is Lieutenant Commander Joseph C. Clifton, USN.



Douglas TBD-1 torpedo plane landing on board USS Enterprise (CV-6), in about July 1941. Note landing signal officer is in the foreground, and plane guard destroyers in the center distance.

US Navy Photo



Curtiss SOC-1 scout-observation aircraft (Bureau # 9979) in flight, 2 July 1939.

US Navy Photo

prototypes of the Navy's first-line fighters that were used when the US entered World War II. On July 10th, 1936, a program to improve both prototypes was approved with the most important modifications being the conversion of the XF4F-1 from a biplane to a monoplane and the installation of bigger engines in both, which assured speeds of up to 300 mph. The XF4F-1 eventually led to the F4F Wildcat, one of the most important fighters of the US Navy throughout World War II. It was around this time that squadron designations and carrier and aircraft markings were changed to eliminate some of the confusion

caused by the previous designations and markings. In September of 1939, President Roosevelt announced the presence of a limited national emergency and directed measures for reinforcing national defenses within the restrictions of peacetime agreements. On October 1st, in order to attain a quick expansion of pilot training, the training syllabus was modified to set up a program of concentrated education which cut the length of the instruction period in half, from one year to just six months. On October 5th, 1940, the Secretary of the Navy placed all divisions and aviation squadrons

of the Organized Reserve on short notice for call to active duty and gave the right to call Fleet Reservists as needed. On the 24th, the Bureau of Navigation stated plans for mobilizing the aviation squadrons, which called for one third to be ordered to active duty by November 7th and all to be mobilized by the beginning of 1941. The Bureau of Aeronautics requested that all fleet aircraft be painted in a shade of gray on December 30th, 1940. Planes based on ships were to be painted light gray all over and patrol aircraft were to be coated in light gray with the exception of surfaces seen from above, which were to

be made a bluish gray. On May 21st, 1941, the Bureau of Aeronautics asked the Engineering Experiment Station in Annapolis, MD to commence the development of a liquid-fueled takeoff aid unit to use on patrol aircraft. This was the US Navy's entry into the field that is known today as jet assisted takeoff (JATO), and one of the first development programs directed towards using jet engines for thrust. Blue Angel fans may be familiar with jet assisted takeoffs from several years ago when it was regularly performed by Fat Albert. Unfortunately, due to the limited supply still in existence, JATOs for Fat Albert have

become a thing of the past. On May 27th, 1941, President Roosevelt declared that the US was faced with an unlimited national emergency, calling for its military, naval, air, and civilian defenses to be put on the basis of readiness to fend off any and all actions or threats of aggression focused near any part of the Western Hemisphere. June 30th marked the first development of turboprop engines. Patrol Wing 7 became the first operational unit in the US Navy that had aircraft equipped with radar on July 18th. December 7th, 1941 is a date which needs no introduction. On that fateful morning, carrier air-

craft from Japan launched a demoralizing assault on vessels at Pearl Harbor, HI and on the military and air installations nearby. However, the three aircraft carriers of the Pacific Fleet weren't there. Having just completed renovation, the Saratoga was anchored in San Diego, CA. The Lexington was at sea approximately 425 miles to the southeast of Midway. The Enterprise was at sea as well, roughly 200 miles west of Pearl Harbor and returning from Wake Island. Scouting Squadron 6 took off from the Enterprise early in the morning to land at Ewa Airfield in Hawaii, but they got there in the middle of the attack and

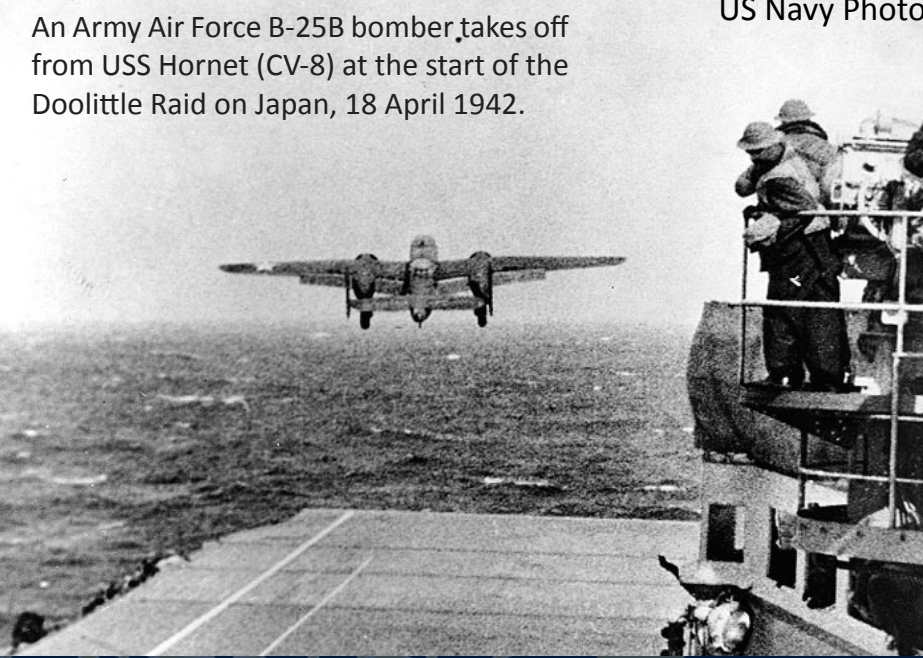
engaged Japanese aircraft. The fact that no carriers were in port was an incredible stroke of luck for the US.

Three days later, the Japanese submarine I-70 was attacked and sunk in the waters north of the Hawaiian Islands by aircraft from the Enterprise. This was the first Japanese vessel sunk by aircraft from the United States in World War II. Due to the growing need for pilots, the training program was expanded from 9,600 aviators each year, eventually more doubling to 20,000 a year. In January of 1942, even more expansion came for Naval Aviation when the President approved an increase of aircraft to 27,500. In that same month, the Saratoga was struck by a submarine torpedo when it was operating at sea 500 miles to the southwest of Oahu, HI, and was required to withdraw for repairs. On February 27th, the Langley was sunk by an enemy air attack 74 miles from its destination while transporting 32 AAF P-40s to Tjilatjap, Java. It had been the first carrier for the US Navy; however, it had been transformed into a seaplane tender before it was sunk.

U-656 was the first German submarine sunk by the US forces in World War II. On March 1st, 1942, Ensign William Tepuni of the US Navy Reserves was flying a Lockheed Hudson of VP-82 based in Argentia when he attacked and sank U-656 to the southwest of Newfoundland. Nine days later, a carrier airstrike was launched from the USS Lexington and Yorktown in the Gulf of Papua. The pilots had to fly their aircraft over the 15,000 foot tall Owen Stanley Mountains on the tip of New Guinea to hit the Japanese ships that were engaged in landing troops and supplies at Lae and Salamaua. In the attack, one converted light cruiser, a large minesweeper, and



US Navy Photo

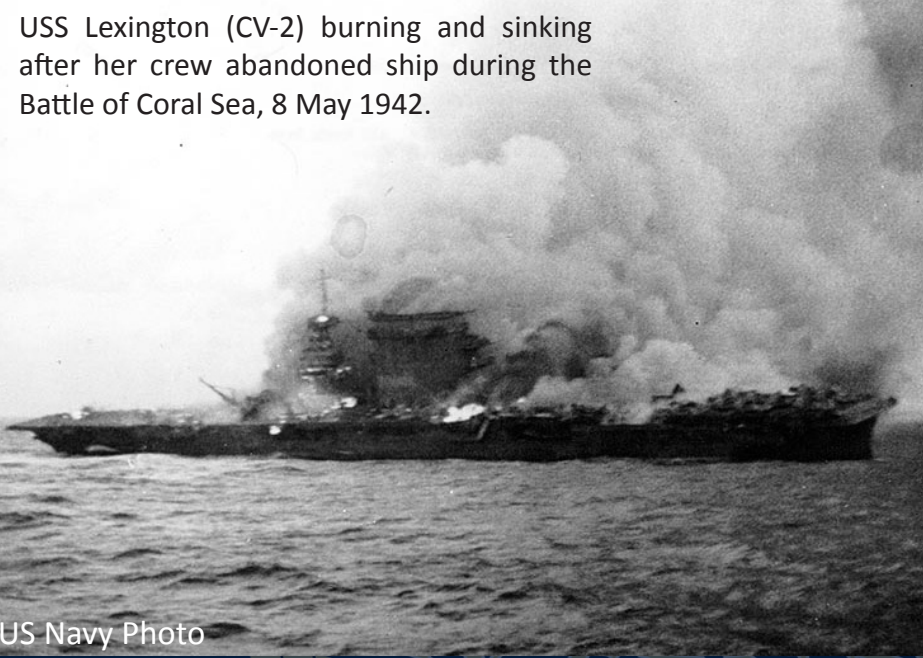


US Navy Photo

a cargo ship were sunk and several other vessels were damaged. On April 18th, from a position 668 miles from Tokyo in the middle of the ocean, the carrier USS Hornet launched sixteen B-25 Mitchells from the 17th AAF Air Group led by Lieutenant Colonel Jimmy H. Doolittle. The famous



US Navy Photo
Grumman XF4F-3 prototype (Bureau #0383) photographed during flight testing, 21 July 1939.



US Navy Photo

Doolittle Raid was the very first attack on the Japanese homeland and a massive boost to morale in the US. From May 4th through the 8th, the Battle of Coral Sea took place. It was the first time in history that a naval engagement was fought without interaction from the opposing ships, instead being

damaging many and sinking one destroyer. They joined other Allied naval units, along with Task Force 11 and the carrier Lexington, south of the Louisiades on May 5th. After positioning an attack group in the likely track of the enemy transports, they moved to the north to search for the enemy covering force. Carrier aircraft found and sank the light carrier Shoho, which was covering a convoy on the 7th of May, while planes from Japan hit the separately operating attack group and sank one destroyer as well as one fleet tanker. The next day, the Japanese covering force was found and attacked from the air, which damaged the Shokaku, a Japanese aircraft carrier. At almost the same time, enemy carrier aircraft attacked Task Force 17, recording hits that damaged the Yorktown and ignited uncontrollable fires on the Lexington, resulting in the abandonment and sinking of the ship on May 8th. Even though the score was in favor of the Japanese, they retired from action and their possession of Port Moresby by sea was abandoned at last.

The practicability of jet-assisted takeoff was finally demonstrated on May 26th in a successful flight test of a Brewster F2A-3 using five British anti-aircraft solid propellant rocket motors to aid in takeoff. It cut the distance needed takeoff in nearly half. In a little more than a week the Battle of Midway would take place. Check back next issue for that, the conclusion of World War II and the introduction of jet aircraft!

Special Paint Scheme Profiles

Articles and Photos by Kevin Helm



The EA-6B Prowler (BuNo 160609) is painted in the blue-gray over light gull gray tactical scheme in use at the time of the Battle of the Coral Sea. The aircraft wears an early style national insignia and 13 red and white rudder stripes. The markings represent TBD-1 Devastators assigned to Air Group 8 (VF-8, VB-8 & VT-8) aboard the USS Hornet (CV-8) during that period.

The name of Navy Cmdr. (Ret) Harry H. Ferrier, one of three surviving servicemen from Torpedo Squadron VT-8 during the Battle of Midway later in 1942, adorns the aircraft. To preserve Ferrier's legacy, he autographed the inside of an access panel below the cockpit window under which his name had been scribed.

On June 4, 1942, VT-8 was divided into two groups, with 15 Douglas TBD-1 Devastators on the USS Hornet and six Grumman TBF-1 Avengers on Midway Atoll. All 15 of the Devastators and five of the Avengers were shot down during the attacks on the Japanese carrier force. Ens. George Gay, Ens. Albert Earnest and Radioman 3rd Class Harry Ferrier were the only survivors of the 48 airmen who flew into battle that day.

Aircraft: EA-6B Prowler (BuNo 160609)
 Unit: VAQ-129 "Vikings"
 Stationed: Naval Air Station (NAS) Whidbey Island
 Aircraft Mission: FRS (Fleet Replacement Squadron)
 Period: May 1942
 Significance: Early WWII tactical paint scheme, circa the Battle of the Coral Sea
 Painted: NAS Whidbey Island (Jan 2011)





Aircraft:	EA-18G Growler (BuNo 166899)
Unit:	VAQ-129 "Vikings"
Stationed:	Naval Air Station (NAS) Whidbey Island
Aircraft Mission:	FRS (Fleet Replacement Squadron)
Period:	Late 1944
Significance:	Colors of Air Group 85 aboard USS Shangri-La (CV-38)
Painted at:	NAS Whidbey Island (Jan 2011)

The E/A-18G Growler (BuNo 166899) is painted in three tone blue/blue/white, representing two types of aircraft from Air Group 85; a VF-85 F4U-1C Corsair (No. 55), and a VT-85 TBM-3E Avenger (tri-tone color scheme). The underside of the wing fold is painted in mid-tone blue to match the upper colors as seen from above just like the aircraft in WWII.

Bob Ketenheim, Historian of the USS Shangri-La Association, stated in February 2008 that VF-85 had 30 F4U-1C Corsairs, numbered 38 to 67, that were painted overall glossy blue and VT-85 had 15 TBM-3E Avengers, numbered 85 to 99, that were painted overall glossy blue with the exception of two; No. 86 and another unknown aircraft.





The S-3B Viking (BuNo 160581) is painted in the blue-gray over light gull gray tactical scheme at the time of the Battle of the Midway in June, 1942. The markings are consistent with period regulations. The last three S-3 Vikings in USN operation belong to VX-30.

The S-3 squadrons traced their early roots back to the carrier-based torpedo squadrons that fiercely fought in the Pacific theater during World War II, according to Centennial of Naval Aviation Project Director and Historian Capt. Richard Dann. He worked closely with the Naval Air Test and Evaluation Squadron (VX-30) to recreate a design that combined the TBD-1 Devastator-equipped torpedo bomber squadrons' (VT) capabilities with the antisubmarine reconnaissance capabilities of the SBD Dauntless-equipped scouting squadrons (VS).

TM

Aircraft: S-3B Viking (BuNo 160581)
 Unit: VX-30 "Bloodhounds"
 Stationed: Naval Air Station (NAS) Point Mugu
 Aircraft Mission: Range Support, Pacific Missile Test Range
 Period: June 1942
 Significance: Early WWII tactical paint scheme, circa the Battle of the Midway
 Painted: FRC Southeast, Jacksonville, FL (October 2010)



The TC-12B Huron (BuNo 161197) is painted in the blue-gray over light gull gray tactical scheme in use at the time of the Battle of the Coral Sea. The aircraft wears an early style national insignia and 13 red and white rudder stripes. The Centennial Paint Project staff located several photos of Beechcraft transports taken in 1942 with this scheme.



Aircraft:	TC-12B Huron (BuNo 161197)
Unit:	VT-35 "Stingrays", Training Wing 4
Stationed:	Naval Air Station (NAS) Corpus Christi
Aircraft Mission:	Advanced multi-engine training
Period:	May 1942
Significance:	Early WWII tactical paint scheme, circa the Battle of the Coral Sea
Painted:	Hawker Beechcraft, Wichita, KS





First Place - Mark E. Loper (23 points)



Second Place - Mark E. Loper (21 points)



Third Place - Antonio More' (13 points)

Photo Contest

Congratulations to the winner of the July photo contest - Mark E. Loper! 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 - Antonio More' (12 points)

Fifth Place - Pete Langlois (4 Points)



Article by Pieter Stroobach

The predecessor of the Turkish Air Force, or the Turk Hava Kuvvetleri (THK), started operations in 1911 - the same year as the US Navy. Since then, things have changed immensely in Turkey. The country of Turkey was then the remnants of the Ottoman Empire, which would go down in the aftermath of the Great War (WWI). Under the leadership of Kemal Ataturk, whose autograph can be seen on several Turkish airplanes, modern secular Turkey arose. However, one thing didn't change; its location. Ever since the Roman Empire, the area has been of strategic importance.

The Turks were courted by both by the Allied and the Axis powers of WWII, but Turkey maintained its own course. It stayed neutral, and as a result had a very interesting air force with equipment supplied from both sides. Not many nations had operational squadrons of both Spitfires and FW190s in their arsenal! After the war and the rise of the iron curtain, Turkey became a NATO member. However, the defense of the constitution was given to the armed forces, resulting in several coup d'états during the past decades.

Slowly but steadily, Turkey improved its military capabilities. After joining NATO, several batches of second-hand aircraft, such as T-33s, F-100s, F-102s, F-104s, and NF-5s, were given or bought for a bargain through NATO help. Tur-

key put all that help to good use, setting up a maintenance facility that supports and modernizes F-4s, F-5s, and AH-1s to the latest standards. A healthy domestic aircraft industry arose from these maintenance facilities, and currently builds aircraft like the KT-1T, F-16 and CN235. There are also plans to produce the S-70 and T-129 helicopters with dedicated Turkish equipment installed.

The last big air show in Turkey was in 2001, the 90th anniversary of the THK. Last year it was announced that there would be a giant celebration of the 100th anniversary with an airshow open for the public in June 2011!

The day before the show, the first spotter's day was held. Upon arrival at Çiğli Air Base, a list with arriving aircraft and arrival times was freely distributed. The only rules were to stay out of the way when people were busy and to have fun. Much to our surprise, photography was allowed without any objection; a rarity in Turkey! Several aircraft and teams practiced their demonstrations, and an array of aircraft from exotic nations such as Pakistan (F-16, JF-17, C-130, and Il-78), Algeria (C-130), Romania (An-26 and IAR-99), and Jordan (F-16) arrived for the show. Even the support aircraft which are usually placed out of sight at airshows were given a spot in the static show. No less than four different An-26s showed up.

On the first of the show days, a flypast of current aircraft of the THK was held. No less than eight demo teams were present, and

TURKISH AIR FORCE



“COMPETES WITH THE AGE”



The Turkish Air Force's Centennial Celebration



Tom Lammens



Pieter Stroobach



Pieter Stroobach



Pieter Stroobach

Pieter Stroobach



Pieter Stroobach



Pieter Stroobach

Pieter Stroobach



Pieter Stroobach



Pieter Stroobach
Tom Lammens



Tom Lammens



Tom Lammens



Tom Lammens



Pieter Stroobach
Tom Lammens



Pieter Stroobach



Pieter Stroobach



Pieter Stroobach



Pieter Stroobach



Pieter Stroobach



Tom Lammens



Pieter Stroobach



Tom Lammens

lots of aircraft put on impressive demonstrations. From an old Beech T-34, to a brand new F-16D, to the in development B737AEW and Airbus A400M, the past, present and future of the THK was celebrated. The second day had slightly better weather but unfortunately lacked the flypast.

Departure day was also a spotter's day, and again there were very few limitations. A list of expected aircraft was handed out, and there were even chairs available to the photographers! Aircraft passed no more than 50 feet away. The highlight for many was of course the Pakistani Il-78.

Many spotters (myself included) will argue that this show was the prime event in Europe this



Pieter Stroobach

year and we are not even halfway this year's airshow season yet! This truly was a fantastic event. The hospitality, the facilities, the number of exotic visitors - and it was all free! One could easily



say that many airshow organizers can learn a lot from their Turkish counterparts. I really hope that the Turks don't make us wait another decade until the next airshow!



Pieter Stroobach



Pieter Stroobach



Tom Lammens

Tom Lammens



Pieter Stroobach



Tom Lammens



Tom Lammens



Pieter Stroobach



Tom Lammens



Tom Lammens



Pieter Stroobach



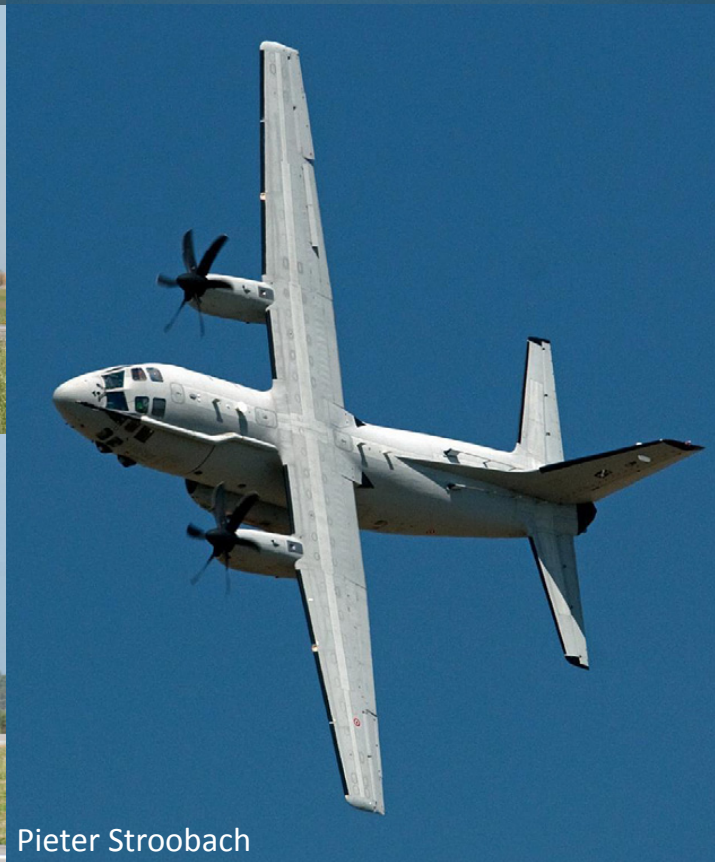
Pieter Stroobach



Pieter Stroobach



Pieter Stroobach



Pieter Stroobach



**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!

The Hamilton Airshow Returns



*Article and Photos
by Ryan Orshinsky*

After a 10 year hiatus, the Hamilton Airshow once again took to the skies over Hamilton International Airport June 18th and 19th 2011. Hosted by the Canadian Warplane Heritage Museum, the airshow went back to its roots with an almost entirely vintage aircraft line-up. Aircraft from Vintage

Wings of Canada, the Military Aviation Museum, the Commemorative Air Force, the Great War Flying Museum, and Canadian Harvard Aircraft Association joined the Canadian Warplane Heritage Museum's own aircraft in the flying display. The Canadian Forces were also on hand with a CF-18 Hornet, CC-130 Hercules, and CH-146 Griffon on static display; those who attended the Sunday show were

treated to flybys by these aircraft during their departures.

The show featured something for everyone. Bill Carter in his Pitts, Dan Fortin in his Nanchang CJ-6, Dave Hadfield in the Vintage Wings P-40, Paul Kissman in the Vintage Wings FG-1D Corsair, and the Canadian Harvard Aerobatic Team all flew impressive aerobatic displays that amazed the thousands in attendance. The rest of

the display showcased the World War II aircraft brought in for the show, and paid tribute to those who made the ultimate sacrifice during the war. The 100th Anniversary of the US Navy was recognized with a rare formation flight that consisted of the world's only flying SB2C Helldiver, along with the Military Aviation Museum's FM-2 Wildcat and AD-4 Skyraider. An 8-ship Harvard formation fly-

over took place as a tribute to all those involved with the British Commonwealth Air Training Plan. To end the show, the Avro Lancaster and the Warplane Heritage B-25 took to the air followed by a formation of the Vintage Wings fighters; the P-40, Spitfire, Corsair, P-51, and Hurricane. What an amazing way to end a great day!

Plans are already underway for the 2012 edition of the show,

which promises to be bigger and better. One of the highlights will be a heavy bomber formation flight, consisting of the Lancaster, B-24, B-17 and B-29. Many other warbirds are also expected to participate including two FW-190s, an ME-262, and a deHavilland Mosquito, just to name a few. Keep an eye on this one; if everything comes together as planned it will be a show not to be missed!



PHOTO CDS

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



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!

Manitowoc Airshow - Manitowoc, WI

Photos by Michael Misorski



WWII Weekend - Reading, PA



Chris Adolor



Chris Adolor



Steven King

[Click here to watch AirshowStuff Update Ed. 4, including in-cockpit footage from WWII Weekend!](#)



Steven King
Chris Adolor



Steven King
Steven King



Steven King



Steven King



Chris Adolor



Steven King







Steven King
Chris Adolor



Chris Adolor



Steven King



Steven King



Chris Adolor



Chris Adolor



Aaron Haase
AirshowStuff Magazine



Fred Shabec
David Jacobson



Michael Misorski



Aaron Haase

David Jacobson



David Jacobson



Fred Shabec



Fred Shabec



Chad Grosvenor



Aaron Haase

Chad Grosvenor



David Jacobson



Chad Grosvenor



Chad Grosvenor



Aaron Haase

Chad Grosvenor



Fred Shabec



Chad Grosvenor



Fred Shabec
Aaron Haase



Chad Grosvenor



David Jacobson



Michael Misorski



David Jacobson



David Jacobson

Wings Over Gillespie - Gillespie, CA



Eric A. Rosen
Christopher Roberts



Christopher Roberts



Christopher Roberts



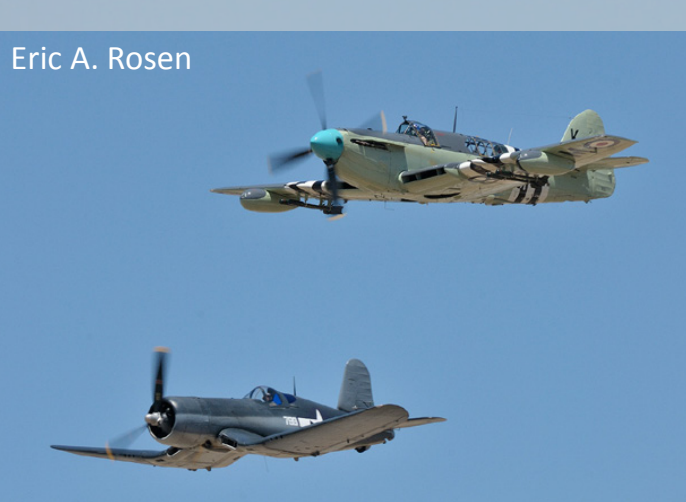
Eric A. Rosen



Christopher Roberts
Eric A. Rosen



Christopher Roberts



Eric A. Rosen

Eric A. Rosen

Eric A. Rosen



Christopher Roberts



Eric A. Rosen

Christopher Roberts



Christopher Roberts Eric A. Rosen



Eric A. Rosen



Hemet-Ryan Airshow - Hemet, CA

Photos by Eric A. Rosen





Ocean City Airshow - Ocean City, NJ

Photos by Ricky Matthews



EAA Golden West Regional Fly-In Marysville, CA

Photos by Mark E. Loper





549

DWG. NO. EXP. T20
MFG. NO. NG11050
LOW ANG. 17.5
HIGH ANG. 52.5

DWG. NO. EXP. T20
MFG. NO. NG11050
LOW ANG. 17.5
HIGH ANG. 52.5

Bagotville International Airshow CFB Bagotville, QC

Photos by Joseph D. Ahmad



IAC34 Ohio Aerobatic Open - Marysville, OH

Photos by Ryan Sundheimer





Denton Air Fair - Denton, TX

Photos by Andy Nixon





Meeting National de l'Air St. Dizier, France

Photos by Tom Lammens







Olympic Airshow - Olympia, WA

Photos by Anthony Richards





Quad City Air Show - Davenport, IA



Nate Burrows



Nate Burrows



David Jacobson



John Nyren

David Jacobson



Nate Burrows



David Jacobson



John Nyren
David Jacobson



Michael Misorski



Chad Grosvenor



Michael Misorski
Chad Grosvenor



David Jacobson



David Jacobson



John Nyren



Michael Misorski



David Jacobson



Nate Burrows



David Jacobson



David Jacobson



David Jacobson



Michael Misorski



Chad Grosvenor



Nate Burrows

Wings Over Gaylord - Gaylord, MI

Photos by Michael Pentrak



Rhode Island ANG Open House & Airshow Quonset ANGB, RI



Chris Adolor



Chris Adolor



Chris Adolor

Pete Langlois



Pete Langlois



Chris Adolor



Chris Adolor



Chris Adolor



Chris Adolor



Chris Adolor



Chris Adolor



John Nyren



John Nyren



Pete Langlois



John Nyren



Pete Langlois



Chris Adolor
Chris Adolor



Chris Adolor



Chris Adolor
Chris Adolor



John Nyren



Chris Adolor



John Nyren

Great Lakes International Airshow St. Thomas, ON

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



Joseph D. Ahmad



Steve Mundy

Ryan Sundheimer



Ryan Sundheimer



Steve Mundy



Ryan Sundheimer



Ryan Orshinsky
Joseph D. Ahmad



Ryan Sundheimer



Steve Mundy
Ryan Orshinsky



Ryan Orshinsky



Ryan Orshinsky



Steve Mundy



Ryan Sundheimer

Ryan Sundheimer



Ryan Sundheimer



Steve Mundy



Ryan Sundheimer

Steve Mundy



Ryan Sundheimer



Steve Mundy



Ryan Orshinsky



Ryan Orshinsky





Thanks for Reading!