

AirshowStuff

Magazine



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Magazine

June 2011

Cover Photo

A TBM Avenger and SBD Dauntless fly together over southern California at the Planes of Fame Airshow. Photo by Mark Hrutkay. For more, see page 60.

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Monthly 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!

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Amanda Franklin Passes On

Article and Photos
by Ryan Sundheimer



The airshow world was hit with terrible news several weeks ago, when Kyle Franklin announced his wife and wingwalker Amanda had been moved to Comfort Care at Brooke Army Medical Center due to a massive blood infection. Thousands of us, many of our readers surely included, had followed along in agony as Kyle bravely took to Facebook each night to update us on the latest with Amanda, always holding out hope that his next update would bring good news. Some did, but some did not. Everyone knew from the beginning that it would be a long and hard road to recovery, but Amanda was young and strong. So when on day 75 Kyle announced that he had placed her in Comfort Care after consulting her doctors, it was a staggering blow which reverberated throughout the airshow commu-

nity. At first it was met with tears, but eventually many of us found peace with the fact that her suffering might be over soon. The next day, when the announcement came that she had passed away, it was no longer such a devastating blow. It was painful to be sure, yet also comforting to know Amanda was at rest.

The outpouring of support for Kyle was immense. The updates that he posted for us on Facebook were a two way street. Thousands of comments were left from people all over the world. Many made donations to help with the medical bills. The DVD I put together here at AirshowStuff helped raise \$1,000 thanks to you. At airshows around the country, other performers dedicated their performances to Amanda's memory. Many will continue to do so for the rest of the year.

We were all stunned six years ago with the sudden loss of airshow legends Jimmy Franklin and Bobby Younkin, only to see a love story between their children emerge from the sadness. It should have been perfect, and until this fateful spring it was. Now the love story born of tragedy ends in tragedy itself, and our hearts can do nothing but ache.

A memorial service was held for Amanda in Fayetteville, AR on June 7th. Her brother and well known airshow performer Matt flew her from Texas in the family's Twin Beech using the special callsign "Amanda One". A number of aircraft flew over the service, including a missing man formation with the Twin Beech pulling towards the heavens and turning towards where the sun sets. "Gone West" as they say, but not gone from memory.

Amanda's Obituary

Amanda Michelle (Younkin) Franklin, 25, of Neosho, MO., passed away at the Brooke Army Medical Center in San Antonio, TX, on May 27, 2011, due to complications from burns received in an aviation accident.

Amanda was born on March 14, 1986 in Springdale, AR, to Jeanie and the late Bobby Younkin. She was a very accomplished gymnast, musician, animal welfare advocate, and aviation enthusiast. After learning to fly at the age of 16, Amanda became an accomplished multi-engine and tail wheel pilot; she became proficient in over 15 different types of airplanes.

As a little girl, Amanda traveled with her father Bobby to airshows across the country. It was there that she was first exposed to airshow wingwalking and met the future love of her life, wing-

walker Kyle Franklin. She and Kyle started dating on May 22, 2004. The couple traveled the airshow circuit with their fathers as Kyle continued his wingwalking career. They were married on October 18, 2005 and along with her brother Matt, took over the multi-family airshow business that their fathers left behind. Amanda had managed the brothers' airshow sponsors and bookings since 2005. She became Matt's full-time announcer in 2007 and Kyle's full-time wingwalker in 2009.

Amanda was patriotic and had the utmost respect for those who put themselves in harm's way in order to protect our freedom. She joined the Commemorative Air Force and also participated for several years in a World War Two style pinup calendar to help preserve the heritage of our country's fallen heroes. Amanda was



also a huge supporter of women in aviation. As one herself, she coached and encouraged young girls that she spoke with at airshows to pursue their dreams of becoming a pilot and to never let anyone hold them back. She was a member of the Arkansas ninety-nines, a group of women pilots that dates back to the nineteen thirties. Amanda made a huge impact in a short amount of time on millions of aviation patrons, airshow fans, and humanity in general. She inspired millions from the young to the young at heart with her amazing wingwalking feats, charming personality, and calendar girl smile. She will be sorely missed by countless people the world over.

She is survived by her husband Kyle Franklin of Neosho, MO., mother Jeanie Younkin of Fayetteville, AR, brother and sister-in-law Matt and Michelle Younkin and niece Kimberly of Siloam Springs, AR, grandfather Jim Younkin and his wife Ada of Fayetteville AR, and extended family, all of Fayetteville AR, mother-in-law Audean Stroud and her husband Steve of Ruidoso, NM, and the Franklin extended family. She was also survived by her "four legged children", Rocky, Rambo, Marvin, and Peggy. In addition to grandparents, Amanda was preceded in death by her father Bobby Younkin, and father-in-law Jimmy Franklin.

In lieu of flowers, Amanda would insist that you donate to your local ASPCA, Humane Society, or Animal Shelter.



Remembering the WASPs

WASP Flora Belle Reece, one of the four included on the new Lancaster WASP monument, as she appeared in uniform during WWII, and today reliving the experiences in Dave Van Hoyt's AT-6 at the Mojave Air and Space Port (photo courtesy of Rebecca Amber, Aerotech News; inset courtesy of Flora Belle Reece)

Article by Alan Radecki

As scores of restored warbirds slipped the surly bonds across the country this past Memorial Day and reminded us of the sacrifices and services of countless air and ground crew members, it is fitting that at long last, some un-

recognized and underappreciated World War II veterans are finally getting the honor due them.

During that conflict, with men of fighting and flying age desperately needed on the fronts, the Army Air Corps tapped a previously unused source of aerial skill, the women of America. With the

establishment of the Women Airforce Service Pilots (WASP) program by General Henry "Hap" Arnold in 1942, 25,000 women applied to serve their country as ferry and service pilots. Of those, 1,830 were accepted, and 1,074 made it through training. Only about 300 WASP members remain alive today.

For their hard work and sacrifices to America – 38 of these young women died in the line of duty – our country promptly forgot about them. All the records were sealed and classified as soon as the war was over, and remained so for 35 years. Their work was denied "military service" status steadfastly by the Pentagon until 1977, when the WASPs were recognized with "veteran" status, and not until 1984 did they receive their World War II Victory Medals. Finally, on July 1, 2009, these brave women were awarded a belated national recognition for their unsung service, with the Congressional Gold Medal.

For the 2011 Memorial Day, the city of Lancaster, Calif, in the heart of "Aerospace Valley" between Edwards AFB and Air Force Plant 42, unveiled a memorial to the WASPs that gave their lives in service, as well as to four local WASPs, Margaret (Castle) McNally, Irma "Babe" Story, Flora Belle (Smith) Reece and Marguerite "Ty" Hughes Killen; Story and Reece, along WASP Jan Wood and several children of WASPs, were in attendance. The keynote speaker at the ceremony was Air Force 412th Test Wing Commander and

Flora Belle Reece at the dedication of the Lancaster WASP monument. Photo by Alan Radecki.



fighter pilot Col. Dawn M. Dunlop. Addressing the WASP members in attendance at the ceremony, she said, "I am personally grateful to Flora Bell, Babe, Jan and all of the Women Airforce Service Pilots. I stand here as the Commander of the 412th Test Wing, having flown [F-15E] Strike Eagles in combat and [F-22] Raptors in test, because of these women and others like them. I'm incredibly proud of their service to this country, the history that they have made, and the history that they continue to make possible for others."

It is a tribute to these women to note that their service to America wasn't just in the distant past. Flora Belle, Babe, and Ty, before she passed away this past year,

were vigorously active in the local community, reaching out to local schools. Air Force vet Bob Alvis, who helps organize the WWII vet school visit program, commented "These ladies have become huge to so many. I can't even begin to tell you the number of school kids that they have inspired to reach for the stars. I've been going to [Hillview] for ten years, with on the average of 400-500 students per session, and it's always been Flora Bell, Babe, and Ty who have been there, reaching out to those young girls, saying, you can be better, you don't have to look to the TV and all that garbage...these are the ladies you need to aspire to, right here."

Hillview history teacher Lani

Glasslock said, "When our students put a face to the words in a history book, it made a huge difference." So, when it was time to raise money for the WASP monument, the students of Hillview Middle School responded eagerly to a project that was designed to simulate what it was like during WWII when kids collected scrap metal for the war effort. In this case, instead of scrap, they gathered pennies...over \$2,200 in pennies. Through the classroom visits, the fundraising and the Memorial Day monument dedication, World War II aviation history has come alive for the next generation of Americans, thanks to the life-long dedication of some very special women pilots.



WASP Flora Belle Reece (left) and Air Force Col. Dawn M. Dunlop, commander of the 412th Test Wing at Edwards AFB (right). Dunlop was one of the first six women allowed to fly in combat, and credits women like Reece for paving the way a generation before. Photo by Alan Radecki.

Rifle's Other Ride

Article and Photos
by Andy Nixon

Captain Joe "Rifle" Shetterly is the current A-10 Warthog West Demo pilot, but most people don't know that he has another airshow act. On nearly every weekend that Capt. Shetterly has off from the A-10 Demo, he flies home to Kansas to pick up his RV-8 and takes it to small airshows around the United States. The silver and blue polished aircraft is put through its paces in a graceful yet precise display of aerobatics. Capt. Shetterly takes full advantage of his 250 foot aerobatic waiver and he keeps the plane relatively low during his display. The routine pushes a normally boring general aviation plane to new extremes in aerobatic flight, with beautiful smoke and high-energy maneuvers.

Capt. Shetterly has made some minor modifications to the plane, including adding weights in the tail to help balance out the center of gravity during aerobatic maneuvering. The custom smoke system on the RV pumps out a cloud of smoke that looks great on hammerhead turnarounds and pulls.

The 2011 airshow season will be Capt. Shetterly's last at the helm of A-10 West; however, he will continue his airshow career with the RV-8 demonstration as Rifle Airshows. Capt. Shetterly is one of the nicest guys in the airshow industry and no matter which plane he is flying it will be an awesome show. Be sure to look for Rifle at an airshow near you!



END OF THE FAVOUR

Article and Photos by Melanie D. Lee

Since 1981, millions of visitors have flocked to Florida's Space Coast for the chance to be amazed at the sight of a handful of astronauts rocketing into space on a craft that would land like a plane days later. Even though it was a common occurrence for a Florida resident to see several launches per year, many were still captivated by the thought that we could visit the stars. The Space Transportation System would not only bring together our nation, it would unite the world. A total of 355 astronauts would embark on a journey that has spanned more than 513.7 million miles carrying thousands of tons of cargo, satellites, and experiments into orbit and back to Earth on a fleet of five space-fairing vessels.

Many thought the Space Shuttles would be a part of our lives for the foreseeable future, with various new upgrades being studied to extend the program well into the 2020s. That all changed after the loss of Columbia. In 2004, then-President George W. Bush's "Vision for Space Exploration" called for the fleet's forced retirement upon completion of the International Space Station (ISS). Matters were complicated

further by a dwindling budget that constricted the necessary funding to implement future upgrades. Time was running out, and everyone wanted to see the remaining three shuttles for one last goodbye. Since then, launch related tourism in the area has skyrocketed, with each remaining event drawing closer to a million onlookers each time. History was being made with each launch - a history that I would now get to see up-close and in person.

I have seen many launches from the banks of the Indian River in Titusville, roughly 12 miles away from the launch pads. Sometimes I would avoid the resulting traffic jams and hours of gridlock by watching the launch from Orlando. On a good weather day, the smoke trail produced by the solid rocket boosters can be seen for hundreds of miles, all throughout Florida and even in some coastal parts of Georgia. Eagle eyes in areas as far north as New England and Nova Scotia could even catch a quick glimpse of the man-made star before the main engines cut off as the shuttle passes 400 miles east of Norfolk, VA.

For STS-132 (Atlantis' original



retirement) and STS-133 (Discovery's final flight), I had obtained several tour companies. Shooting close-ups from the NASA causeway can be a challenge while trying to focus through all the atmospheric distortions that can happen in those 6.5 to 7 miles. Luckily though, the buses would arrive at the final destination point with three hours left to fine-tune any manual focusing. Before arriving at the causeway, attendees are screened back at the Kennedy Space Center (KSC) Visitors Center and given a chance to catch one of the Center's IMAX 3D movies, or a ride on the Shuttle Launch Experience. Even the stores get packed to capacity with visitors buying up mission related merchandise.

Viewing a launch from within the media area is an experience all its own. When you first walk in, it's easy to get a sort of surreal feeling about being there. It's a privilege that many media professionals may not get; being on the same grounds that have seen so much history, and have seen so many news icons of the past report from this very location, like the late Walter Cronkite.

Now came my time to go to work. My coverage started with the first launch attempt on April 29, which was delayed for two weeks due to a faulty load control assembly box that powers two of the hydraulic system fuel line heaters of the APU. President Barack Obama and the first family were scheduled to attend the

launch on the way to an event in Miami, using the 89th Air Wing's two C-32A (757) transports as "Air Force One" and "Executive One Foxtrot" in place of the usual VC-25 (747).

The crew of Endeavour flew in to the Shuttle Landing Facility for the second launch attempt aboard NASA's Shuttle Trainer Aircraft, N945NA. The modified Grumman G-II (built before Gulfstream became a separate company) has the ability to lower its main landing gear and deploy thrust reversers while in flight. Doing so allows it to achieve the steep 20° decent angle of the shuttle on landing - 7 to 10 times steeper than the normal 2-3° angle of an airliner. It can also land at the shuttle's 230-250 mph touchdown speed. Crews normally fly the two hours from Johnson Space Center's Ellington Field annex in Houston to KSC using T-38s. A second STA (N946NA) carried the crew's support staff. Shuttle Launch Director, Mike Leinbach, was there to greet the space-bound travelers. There were now just four days left in the countdown, as Commander Mark Kelly (Captain, USN), Pilot Greg H. Johnson (Colonel, USAF Ret.), Mission Specialists Mike Fincke (Colonel, USAF), Andrew Feustel (Ph.D.), Greg Chamitoff (Ph.D.) and ESA Astronaut Roberto Vittori (Colonel, Italian AF) were ready to take the Alpha Magnetic Spectrometer on its second flight to space for delivery to the ISS. This payload is a particle physics detector designed to measure



cosmic rays in order to detect unusual matter anomalies like dark matter and antimatter. It will help researchers better understand the formation of the universe.

When I returned two days later, it was time for the next big milestone in the pre-launch countdown. There were now more than six buses full of media from around the world. We all headed out to Pad 39A for the rollback of the servicing structure. The fixed service structure at the pad was built shortly after the end of the Apollo Era, having been based on the Saturn V's own service structure that rested atop the mobile launch platform. It stands 347 feet tall, including an 80 foot lightning mast, and has 12 floors that are 20 feet apart. Attached to it by a giant hinge is the rotating service structure (RSS). It encapsulates the Orbiter while it is prepared for launch at the pad. The RSS even has a clean room that allows for the payload bay doors to be opened on-site for the installation of the mission's cargo. This helps to cut the weight during transport from the VAB atop the mobile launch platform. Most of the liquid fuels used in launch are loaded at the pad in the hours before a scheduled flight. The process for moving the RSS only takes about 20 minutes, which is relatively fast considering the many of tons of steel used to make the structure. With the RSS now rotated a full 120° away from the shuttle stack, Endeavour was unveiled and ready to launch.

Tomorrow would be the big



day - a day for some that had already begun. When the astronauts go into orbit, the general consensus is to operate on a schedule synchronized with GMT time. This required them to wake up at midnight, with a traditional breakfast, followed by a weather briefing and finally the donning of their specially designed entry flight suits to go to the pad. The orange suits were implemented

after the Challenger Incident, designed to maintain pressure and hopefully buy enough time for the crew to survive and escape in the event of a catastrophic failure in a low oxygen environment. The astronauts would then leave their isolation chambers in the Operations and Checkout Building shortly after 5 am for the 20 minute ride out to the pad. On the first attempt, they had made

it all the way to the Launch Control Center that is adjacent to the Vehicle Assembly Building. They were half-way to the pad before the call was made to scrub. It was the only time a crew has ever left on a launch day and turned around mid-trip.

It is tradition for shuttle crews to ride to the pad in the 1983 Airstream Excella motor-home, affectionately known as the As-

trovan. Plans to update the crew transport vehicle were even turned down to stay in tradition with their brethren from previous eras. Flying 250-500 feet above them was N418NA, one of Kennedy Space Center's Bell UH-1 Iroquois. Not only do the Huey teams provide top cover with armed observers to ensure the astronauts' travel to the pad is a safe one, they also patrol the perimeters of

the Launch Range Control Center and help provide aerial footage of the crowds that flock to each event for NASA's TV network archive. Heading back to the media center, I noticed the countdown clock showing T-01:34:05, and instantly recognized this as the mission and orbiter numbers: STS-134, OV-105. It was now 6:33am - the final dawn Endeavour would ever see on a Launch Pad.

With fighter jets enforcing a no fly zone, the 920th Rescue Wing's Pavahawks and C-130s providing support, and the Coast Guard patrolling the waters, the stage was set with a secure launch zone. Weather reconnaissance aircraft had been up well before daybreak, including an STA, T-38, and Johnson Space Center's WB-57. An astronaut flies the STA up to determine the best approach





path in case a return to launch site, or RTLS, is needed due to an engine or systems failure shortly after launch. The T-38 also provides some mid-range recon of the skies, sometimes returning with a split S maneuver over the causeway before it and the STA land 2 hours 30 minutes before a launch. The WB-57 provides long range high altitude observations, while also providing a visual of the launch from 45,000 feet. There are several other support aircraft that fly over the Indian River to capture other angles of the launch for analysis and TV replays.

As each built-in hold was cleared without incident, and with the final firing room checklist a GO across the board, there was

little that could stop the electrifying experience from happening. The spacecraft was coming to life with each second that remained in the countdown.

T-7 minutes - the Orbiter access arm with its white room had been moved away, matching the RSS, but ready to spring back in 10 seconds if an evacuation was needed.

T-2 minutes, 30 seconds - the stack's systems begin switching to internal power, with full control at T-50 seconds.

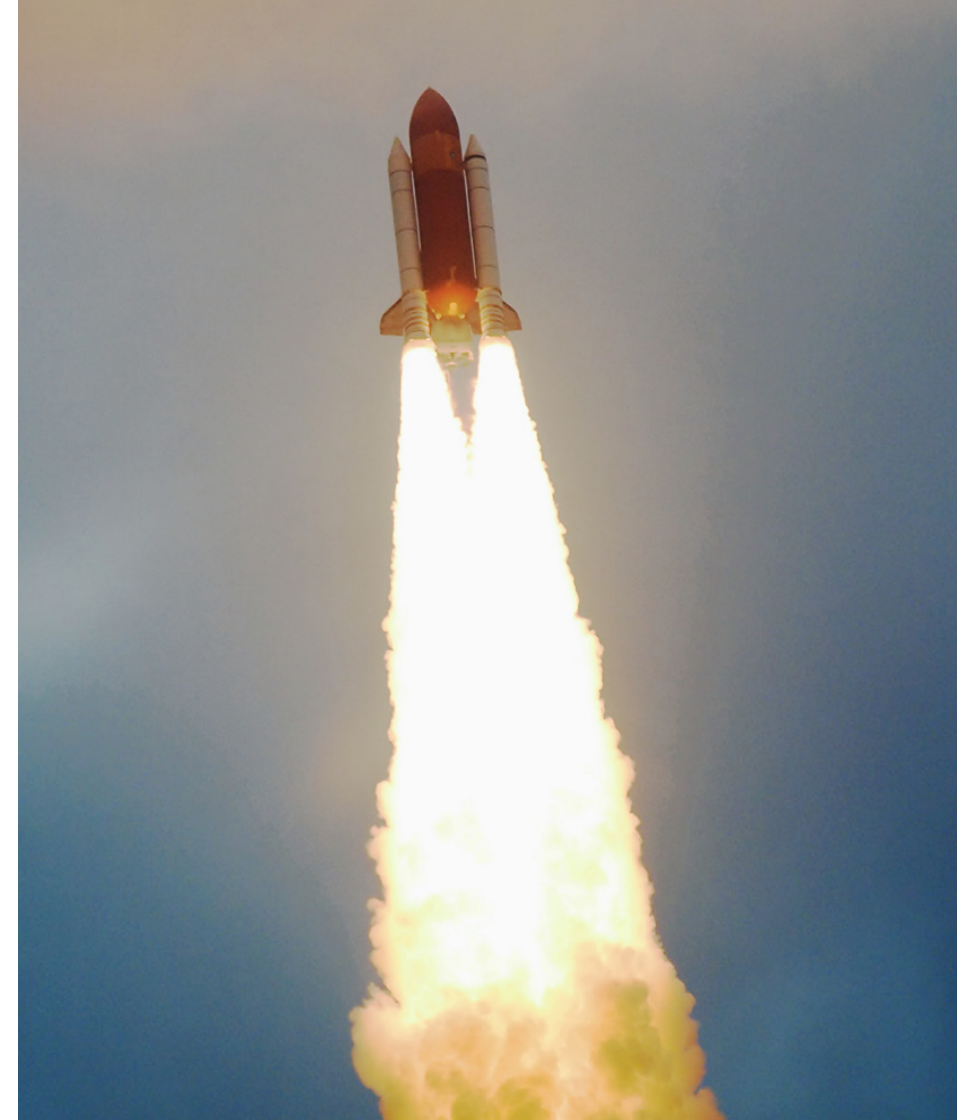
T-2 minutes - The final call is given: "Endeavour, close and lock your visors..." For the final time, Endeavour, the seventh and last of the space shuttles to be built, is going into space.

T-30 seconds - The external tank's "beanie cap" is verified to be retracted and stowed; the extremely volatile mix of liquid oxygen (LO2) and liquid hydrogen (LH2) in the tank is fully pressurized for spaceflight. The spacecraft is now in full control on an automated sequence for launch to the ISS.

T-16 seconds- a torrent of 300,000 gallons of water is unleashed for the next 41 seconds on the mobile launch platform, absorbing the lethally destructive sound waves that are caused by the launch.

The time had come: 8:56 am EDT, Monday, May 16, 2011 - Endeavour's 25th and final launch.

10...9...8...7...Main engine start – massive billows of steam erupt in front of the pad as the main engine's 1,225,704 lbs of





thrust begin to vaporize the torrent of water below.

5...4...3...2...1...Ignition! The explosive bolts simultaneously fire as each solid rocket booster adds 2,800,000 lbs more thrust to lift the 4,524,863 lb stack into space. A tower of flames more than three times its height erupts below. Just seconds later, the orbiter rolled to a 51.6° inclination in a wings-level, heads-down ascent into the great beyond. An inclination is the furthest north or south of the equator that an orbit will reach. Just as soon as their ride of thunder began, they were gone; out of sight in just 33 seconds due to a low overcast layer of clouds at the very minimum of launch criteria. They had already traveled 776 miles away from the pad when they reached main engine cut-off 8 minutes and 30 seconds later. They were now cruising at 17,602 mph, 65 miles above the Earth's surface. The six man team had made it into space, with three days to catch up to the ISS.

As revealed in the post-launch conference by Mike Moses, the mission management team chair and Space Shuttle launch integration manager, the 5,000 foot high cloud base was allowed through a minimums waiver as a visual tracking lock on the craft was able to be maintained using a set of remote observers. The launch was otherwise a flawless success. There was also a conference concerning Mark Kelly's wife, Representative Gabrielle Giffords, who had recovered enough from her wounds to be cleared for travel to

watch the launch from atop the Vehicle Assembly Building. Her team had flown in during the RSS rollback in a NASA G-IV. Shortly before launch, they had one last goodbye, exchanging their wedding rings, and secretly planning a special gift for each other once Mark made it safely to orbit. He received a letter, while she received a bouquet of roses.

Meanwhile, crews aboard two ships stationed 100 miles east

or three zodiac boats steer each booster while the ships "Liberty Star" and "Freedom Star" do the towing.

Along with the Alpha Magnetic Spectrometer, Endeavour also brought 14,023 pounds of spare parts to the station in the EXPRESS Logistics Carrier 3. Feustel, Fincke, and Chamitoff would conduct four spacewalks to install the cargo with the help of the Orbiter and station robotic arms. These were

for any damage without doing an EVA. It had detected three damaged tiles on this flight, but they were deemed safe to survive the kinetic plasma of atmospheric entry. The astronauts undocked on the 13th day of the mission to sail on... second star to the left and on until morning...

Endeavour returned to the Earth once more under the cover of darkness, with mere seconds to be seen by onlookers. Fixed halogen spotlights pointed down the center-line of the 15,000 foot long runway 15 at the Shuttle Landing Facility to light the way. The only other light being generated was from a six foot flame from the rear orbital maneuvering pods at the tail. There are no beacon, navigation, or even landing lights on the shuttle. With wheels stop at 2:35:36 a.m. EDT, Orbital Vehicle 105 completed her final voyage in 15 days, 17 hours, 39 minutes, and 8 seconds. After 19 years of service, Endeavour has flown into space 25 times. She has traveled 122,883,151 miles in 4,677 earth orbits while spending 299 days in orbit.

It is planned for her to arrive at her final resting place at the California Science Center in Los Angeles in late 2012, after one final multi-stop flight aboard the 747SR Shuttle Carrier aircraft. She joins sister ships Discovery and Atlantis, the memories of Columbia and Challenger, and test vehicles Enterprise and Pathfinder in retirement, well before her due time.



of Jacksonville were busy hauling the reusable SRBs out of the Atlantic Ocean. The rockets are returned to sea-level via three giant parachutes housed within each nose cone. Only a quarter of each booster is visible upon splashdown. Divers swim down to attach hatches at the rocket's nozzle. They then pump the now empty fuel cavity full of air to float the SRBs, and tow them all the way back to Port Canaveral for refurbishment. Depending on maritime conditions, it can take 36 hours to make the trek back to dry land. Once in the port, two

the final planned spacewalks of the Space Shuttle program. There was also a special photo-op to document the shuttle docked with the ISS, made possible when the Expedition 27 crew returned to earth in their Soyuz TMA-20 capsule. Several of those capsules could fit inside the orbiter's payload bay. With their mission complete, the crew retired its boom sensor inspection system to the ISS. The boom is a detachable extension to the robotic arm made after the Columbia incident so that crews could check all surfaces of the shuttle after launch

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NEED WE SAY MORE?

NATO Tiger Meet 2011

Cambrai, France

Article and Photos
by Pieter Stroobach

This year the NATO Tiger Meet (NTM) was held at BA 103 Cambrai AB/Epinoy in France. The Escadron de Chasse (EC) 01.012 with its Mirage 2000C RDI hosted the event from May 9th onwards. The NTM itself doesn't need an introduction. It is a worldwide benchmark for units and spotters alike and is celebrating its 50th anniversary this year. The celebration is a bittersweet one however, as Cambrai AB will close next year and EC 01.012 will stand down as a result of the current budget

cuts sweeping through military organizations all over the western world. The recent NATO action in Libya caused several units to cancel their planned participation. Tiger Meet was not the only exercise effected - several other major exercises in Europe were cancelled because the participants were not able to sent jets due to operational commitments.

This year the NTM organization decided to hold three spotter days, allowing 1,500 spotters on base each time. Unfortunately

ly the experience at the second spotter day on May 16th started out poorly. More than 150 spotters were held up for over an hour at the main gate with growing discontent. The fact that the weather was grayish only made things worse. However, these frustrations were rapidly forgotten once we were finally on base. More than 50 jets were on the flight line and there was enough space for everybody to do his or her spotting thing, whether it was number crunching, video, photography or







meeting friends.

The plan was for two waves of aircraft that would go out for a mission, then come back in. The first wave was to leave between 10:00 and 12:00 and the second between 14:00 and 16:00. However, from 8:30 onwards a continuing stream of jets passed along on the taxiway and took off. The aircraft present included F-16s from Belgium, Greece, Poland, Portugal and Turkey; Austrian Air Force

some sort of Tiger paint scheme. These special schemes ranged from subtle to extremely over the top. The German Air Force took to the occasion with two new and one old "tigered" Tornados to show off. The pilots were more than happy to show off their aircraft with occasional stops in front of the crowd, giving everyone one time to get a good shot. My personal favorite this year, a very difficult choice I might add, was

Some of them gave us a nice flyby to say goodbye as they departed.

Another nice bonus during the day was the coming and going support aircraft. This day's catch was a Spanish CASA C295, a Swiss Beech 1900, a French Transall C-160R and a Polish C-130E Hercules. The Polish Hercules delivered a new F100 engine. The Transall crew got bonus points for their very impressive takeoff. A civilian Learjet 36 was also around to de-



Saab OE105s, Saab JAS-39 Gripens from the Czech Republic, German Tornado IDS and ECRs, first timer MiG-29 Fulcrums from Slovakia, Swiss F/A-18 Hornets and French Mirage 2000-5Fs. There were also several helicopters present; Czech Mi-35 Hinds, Italian AB212s, a British Royal Navy AW101 Merlin HM1 and French SA330B Pumas and AC665 Tigre HAPs.

The highlights were of course the aircraft that had been given

the Mirage 2000-5F 118-EQ / 44 of ECE-5.330.

A number of jets who were there because of an airshow held at Cambrai-Niergnies the weekend before, along with the Tiger squadrons that only attended during the weekend left in the morning. This gave us a great chance to see Spanish Mirage F-1Ms, a German EADS EF2000 Eurofighter, French Alphajet Es, including Patrouille de France, and Rafale Cs.

liver ECM support during the exercise.

Missed it? Well, Tiger 50 is one of the themes at this year's RIAT. Of course if you are looking for the real thing, the next NTM will be held at BA 5 Monte Real Airbase in Portugal from May 28th to June 8th in 2012. The Portuguese Air Force (Força Aérea Portuguesa) will also celebrate its 60th birthday that year, so it is very fitting.



60 Years of the Sri Lanka Air Force

Article and Photos
by Pieter Stroobach



structors. It started with Cessna 150s as primary trainers, which are still in use today after more than 40 years of service.

The Jet Age

The SLAF entered the Jet Age with the arrival of 12 Hunting Jet Provost T.Mk.51 in 1959. The Jet Provost T.Mk.51 was an armed export version of the Jet Provost T.Mk.3 and the first version of the Jet Provost built for light attack, with two .303 caliber machine guns in the engine air intakes and under-wing racks for four rockets or eight 250 lb. fragmentation bombs. Apart from Sri Lanka, Kuwait and Sudan also bought this version. Further development of the Jet Provost would result in the BAC Strikemaster.

The Jet Provosts were of great importance when the communist revolt started in 1971. The Jet Provosts, having been placed in storage by 1970, were taken out of storage and put back into service within three days, carrying out attacks on insurgents. The Jet Provost was the first aircraft of the SLAF to see action in the “shock and awe” mission against the rebels.

Heavy transports of the RAF delivered six Bell 47G helicopters purchased from the United States, which were put in to combat as soon as possible, after only five days of pilot training.

Help also came from an unexpected place. The USSR sold five MiG-17F Frescos, one MiG-15UTI, and two Ka-26 Hoodlums to the SLAF. A training team was

The Sri Lanka Air Force (SLAF), formerly the Royal Ceylon Air Force (RCyAF), celebrated its 60th birthday in March of 2011. This organization has been through more conflict than most, including a long running civil war. On a recent visit, I was given a look at this organization and some of its past and present aircraft.

British Roots

The Royal Ceylon Air Force (RCyAF) was born on March 2, 1951 becoming the youngest of the Defence Services of Ceylon. Some de Havilland DHC-1 Chipmunks T.Mk.10 had been ordered in 1950 and were put to use with help of the RAF. They were first flown in February of 1951, so they

were already in service when the RCyAF was founded. Two more batches of Chipmunks were to follow for a total of 14 that would eventually see service in the RCyAF. Some of these Chipmunks are now in the SLAF museum at Ratmalana AFB near Colombo, in near flying condition.

Also ordered for the service in 1951 were 12 Boulton Paul Balliol T.2 advanced trainers. The Balliol was first intended as a turboprop replacement of the North American Harvard in the RAF, but this side-by-side two-seater ended with a Rolls Royce Merlin instead. Within the RCyAF, the Balliol be-

came somewhat infamous because of the so called “torque stall”. Due to the torque generated by the propeller, the aircraft would rotate around its propeller and stall. Unfortunately some pilots lost their lives because of this. Two of these very unique aircraft still survive in the museum.

The well known Airspeed Oxford Mk.1 was added for multi-engine training, as well as a de Havilland Dove and four Prestwick Pioneer aircraft, which were put into service with number 2 squadron. Two Westland WS 51 Dragonfly helicopters brought the SLAF into the helicopter age. All joined the fleet in 1955.

Several de Havilland Heron MK2Ds were purchased for larger

transport missions, and put to good use. Although they entered service in the 50s, they were updated and soldiered on well into the 80s. To improve the range, speed, and comfort of the Herons, they underwent the “Jack Riley” conversion in 1972. The existing four Gypsy Queen MK30 engines were replaced with AVCO Lycoming IO540s - which were lighter in weight and more fuel efficient. The 17 seat cabin was converted into two luxury compartments of four seats each with a jump seat for a steward.

The No. 1 Flying Training School was re-established on January 15, 1971 to manage both the initial flight training of students and the certification of flight in-





vice with No. 7 squadron as trainers.

With the closure of Air Ceylon in 1978, its Hawker Siddeley HS 748s transport aircraft were taken over by the SLAF. These four aircraft were used by No. 2 Squadron for transport duties. They were of vital importance to the air bridge that supplied the garrisons in the north from 1983 to 1995. However, shoulder fired anti-air missiles took their toll, and several HS 748s were shot down. The survivors soldiered on until retirement in 2003.

The two Hoodlums were used as SAR, passenger, and medevac aircraft with No. 4 squadron until they also were retired from service in 1979. They were replaced by a pair of Aerospatiale SA 360s, which were used for the same tasks. These were complemented by a whole range of Bell helicopters from 1984 onwards. The two SA 360s were taken out of service in 1989.

1980s - Another Revolt

A single Beech 18 was briefly used by the SLAF from 1981 to 1986. Until then it had been used by the civilian Surveyor General's department. Between 1983 and 1985, the Air Force acquired eleven Bell 212 and four Bell 412 helicopters. The 412s advanced the attack capabilities of the SLAF, who, with the help of Heli Orient of Singapore, equipped twelve Bell 212 and Bell 412 helicopters to serve as gunships and as transport vehicles for highly successful commando assault operations.

In the mid 1980s there was a second uprising, this time by the Tamils from the North (LTTE). Now known as the First Eelam War, it lasted from 1983 to 1987. Even after the end of the war, conflict continued and would erupt again into the civil war that was put to an end in 2009. Because the SLAF had become primarily a transport force flying around tourists more than anything else, there was a real need for a counterinsurgency (COIN) aircraft to support the troops fighting on the ground. Nine SIAI-Marchetti SF.260TP Warriors were rushed into service and used for rocket attacks and strafing. During this conflict the airfields at Batticaloa, Anuradhapura, Koggala, and Sigiriya, which had been unused since World War II, were reactivated. Two Cessna 337s and two Beechcraft Super King Airs were added to the fleet for light transport duties.

In the mid 1980s an improved bombing capability was provided by a small fleet of Chinese Harbin Y-12 turboprop transport aircraft. These were equipped with bomb racks and could carry up to 1,000 kilograms of fragmentation and antipersonnel bombs. Transport, training, and surveying functions were carried out by a variety of Cessna and de Havilland aircraft. In 1987, during the Vadamarachchi Operation, the Air Force included one HS 748, two Y-12s and one de Havilland Heron, all configured as improvised bombers.

In 1987 the SLAF acquired three Shaanxi Y-8s (the Chinese version of the An-12) and would



also use them for bombing until 1992, when one Y-8 crashed during a bombing mission. After the crash, all bombing using transport aircraft was stopped. Both of the other Y-8s later crashed as well.

1990s - Rebuilding Again

The lack of trained people and equipment proved to be unwise, and in 1990 the buildup of a proper air force began in earnest. The SLAF purchased twelve former Myanmar SF.260W Warriors in 1990 to serve as primary train-

ers with the newly formed Flying Training Wing. These aged aircraft were locally refurbished and put into service until they were replaced in 2001. After retirement of the MiG-17Fs and Jet Provosts, the SLAF did not operate jets for more than 10 years. With the purchase of a pair Chengdu JJ-5/FT-5s the Chinese trainer version of the MiG-17, jet training was restarted within the SLAF. Received in 1990, they were used for jet conversion training and marked the start of a cooperation with the Chinese

included in the deal and Sri Lanka pilots received a 40 hour training course before becoming certified. The MiGs remained in service until 1979.

The first of nine Bell 206

Jetrangers arrived in 1968. These versatile helicopters would eventually serve as gunships, VIP transports, medevacs, and even sightseeing platforms. Today the surviving airframes are still in ser-



that continues today. In 1991 the SLAF also acquired four Chengdu F-7BS Skybolts and three Xian FT-7s from China.

The continued fighting revealed the need for bigger transports, and twelve Mi-17 Hip transport helicopters were purchased from the former Soviet Union beginning in 1993. All were delivered to No. 6 Squadron at Vavuniya and used for airlifting troops into the battle areas.

The fighting kept growing, but sanctions were in place so the SLAF struggled to find new equipment. In 1994 four FMA IA-58 Pucarás were used, but they were not really up to the task. Three were lost and the last was retired from service in 1999.

Supporting the army became increasingly important. In 1995 Mil Mi-24 Hind-D gunships were acquired for close air support.

The lack of electronic counter measures (ECM) was a problem for the HS 748 fleet, and two were shot down by anti-aircraft fire. From 1995 onwards they were replaced by ten Antonov An-32Bs, which went into service by No. 2 Heavy Transport Squadron. However, no less than four of these have been lost so far.

The role of the Pucarás was given to IAI Kfirs in 1996. The SLAF acquired seven IAI Kfirs (six C.2s and one TC.2) from Israel and added another nine of these aircraft to the inventory by 2005. This included four C.2s and four C.7s in 2001. Until March of this year, the SLAF operated two C.7s, eight C.2s and two TC.2s. The SLAF used these Kfirs to launch attacks against Tamil separatist targets in rebel-controlled areas of the island before war's end in 2009. Two Kfirs were lost in a mid-air

collision during a training flight for the 60th birthday celebrations after one of the pilots had a heart attack, and the Kfir fleet has been grounded since then.

A New Millennium

With all of this new and relatively modern equipment, the need for a jet trainer became apparent. No. 14 Squadron was added to the Flying Training Wing and six Karakorum K-8 trainers were purchased from Pakistan to train pilots for the rapidly expanding fleet of jets.

In 2000, six MiG-27 Flogger-H dedicated ground attack aircraft were added to the fleet, along with a MiG-23UB Flogger to be used for training. They were very welcome due to lack of specialized ground attack aircraft since the retirement of the Pucarás. The aircraft were used to equip

a new squadron, No. 12. In 2006 four additional MiG-27s were bought from Ukraine to replace two lost in crashes and one lost in an attack on the airport.

In 2001, twelve Nanchang CJ-6/PT-6 were obtained from China and put to service with the No. 1 Flying Training Wing of the SLAF. These serve as trainers for the cadets, replacing the SF-260Ws.

Additional Mi-35 Hind-Fs were added to the fleet in 2001 to re-

place lost aircraft. These aircraft flew extensively in close air support missions that exposed them to sustained ground fire. At least four aircraft were lost to it. Five others were lost due to adverse weather or technical issues.

On July 24, 2001, Sri Lanka hit the world press because thirteen aircraft, including two Kfir jet fighters, one Mi-24 helicopter gunship, and one MiG-27 jet fighter, were destroyed in a predawn attack by the LTTE on Katunayake

Air Base, part of Bandaranaike International Airport. Three military training aircraft and five civilian jets were also destroyed. The airport has remained on alert for a repeat of the 2001 attack, with severe restrictions on the number of people allowed into the terminal buildings. All airports are still heavily guarded by members of the SLAF today.

Early in 2008, the Air Force received six F-7Gs, which are primarily used as interceptors and



are attached to No. 5 Jet Squadron.

Although several more attacks were made by the LTTE in the first decade of the century, one stands out from the others. In October 2008, the SLAF claimed its first air-to-air kill, when it reported that one of its Kfir interceptors shot down a Zlín Z-43 of the LTTE air wing when it attempted to attack a military base in Vavuniya. The wreckage of the Z-43 can be seen at the SLAF museum.

From its humble start to now 60 years later, the SLAF has become a very capable Air Force. I wish to thank them for their hospitality during my visit!



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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

June 16-22
June 25-26
July 11-17
July 18-24

Davenport Navy Week and Quad City Airshow - Davenport, IA
Rhode Island National Guard Open House - Quonset Point ANGB, RI
Rochester Navy Week and ESL International Airshow - Rochester, NY
Detroit Navy Week and Thunder Over Michigan Airshow - Detroit, MI

Naval Aviation History: WWI

Article by Chad Grosvenor



Two Curtiss F6C-2 Hawks from Fighter Squadron Two (VF-2) positioned outside their NAS North Island hangars, circa 1926.

US Navy Photo

In the years before World War I, naval aviation focused on the progression of aeronautical design and conducted a series of studies to determine the feasibility of aircraft on ships. The war interrupted that research and shifted the focus to expanding the aircraft inventory, increasing in the number of trained pilots and ground crew, and conducting anti-submarine warfare. When war was declared on Germany, naval aviation consisted of just 48 officers and 239 enlisted men with some aviation knowledge, 54 training airplanes, 1 airship, 3 balloons, and 1 air station, NAS Pensacola.

On May 17, 1917, the Chief

of Naval Operations asked for the purchase of 50 aircraft machine guns coordinated to fire through propellers and 50 for all-around fire. June 5, 1917 marked the departure of first US military unit sent to France in World War I. Known as the First Aeronautic Detachment, they arrived in Pauillac, France aboard the USS Jupiter (AC 3). The detachment, which consisted of 7 officers and 122 enlisted men, was commanded by Lieutenant Kenneth Whiting. Offloading of the unit was finished by the tenth of June.

An act of Congress approved the President to take control of North Island in San Diego, CA on July 27, 1917. North Island was

to be used by the Army and Navy to create permanent aviation stations and schools. Lieutenant Earl W. Spencer arrived at North Island on November 8, 1917 under instructions to institute and command a station with the intention of training pilots and mechanics, in addition to conducting coastal patrols. This marked the beginning of the present NAS North Island. On August 8, the Secretary of the Navy approved a plan to build one training and three coastal patrol stations in France, the first of many dealing with an overseas base construction program. At the close of the war, US naval air units were operating from 27 locations in France, Eng-

land, Ireland, and Italy. Two days later, ground was broken for the Naval Aircraft Factory at the Philadelphia Navy Yard in Pennsylvania. Just 67 days later, the first power driven machine was started there.

The initial flight test of the Liberty engine occurred on October 21. The 12-cylinder engine was flown successfully for the first time in a Curtiss HS-1 flying boat in Buffalo, NY. This flight, in addition to other triumphant exhibitions, led to the acceptance of both the engine and the aircraft as standard service types.

On the 19th of March, 1918 Ensign Stephan Potter shot down a German seaplane that attacked a formation of US Navy flying boats. Today, he is officially credited as being first American Naval pilot to shoot down an enemy seaplane. The Naval Aircraft Factory completed their first order of fifty H-16 flying boats on July 7, 1918.

The hostilities of World War I ended with the armistice signed on November 11, 1918. In the 19 month period that the US participated in WWI, naval aviation exploded from 201 to 37,409 total personnel. Air stations had popped up on both sides of the Atlantic, including several new air stations erected around the US.

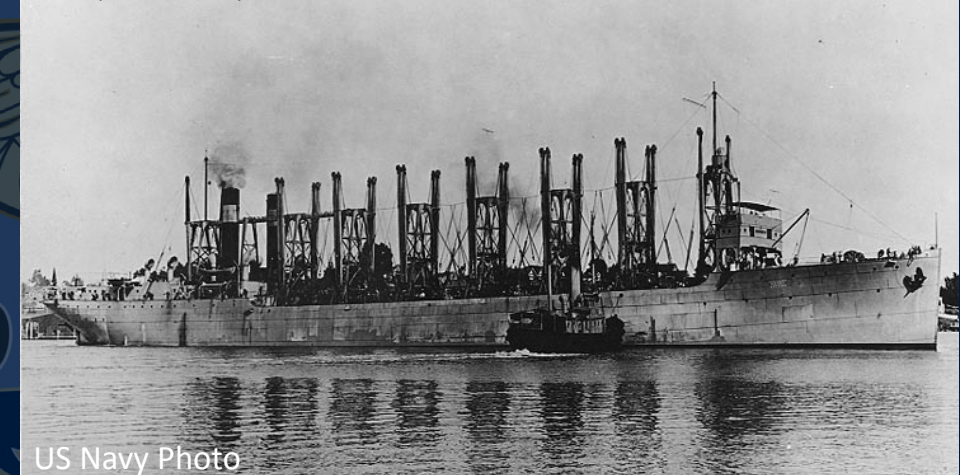
On March 13, 1919, the Chief of Naval Operations started an introduction program for postwar development of naval aircraft. The particular kinds of airplanes desired were fighters, torpedo carriers and bombers for fleet use. Single-engine, twin-engine,



An Aeromarine 40 flying boat at Naval Air Station Anacostia, District of Columbia, circa 1919-1920.

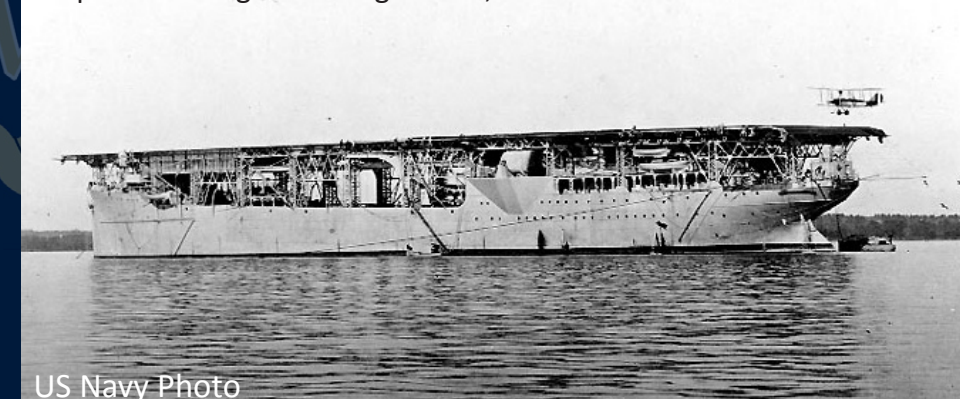
US Navy Photo

The USS Jupiter off the Mare Island Navy Yard, California, 16 October 1913.



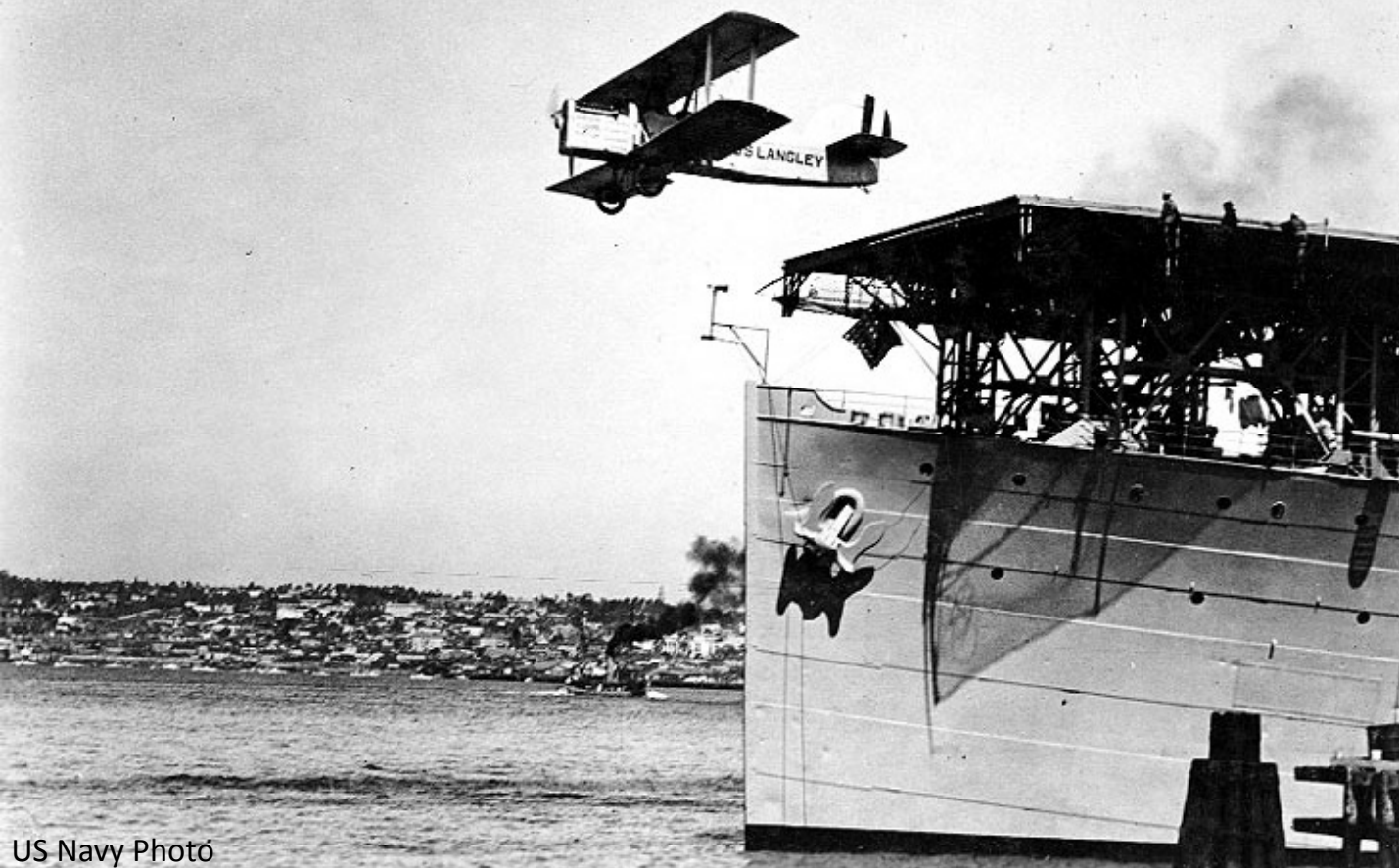
US Navy Photo

The USS Langley at anchor, with an Aeromarine 39-B airplane landing on her flight deck, circa 1922.



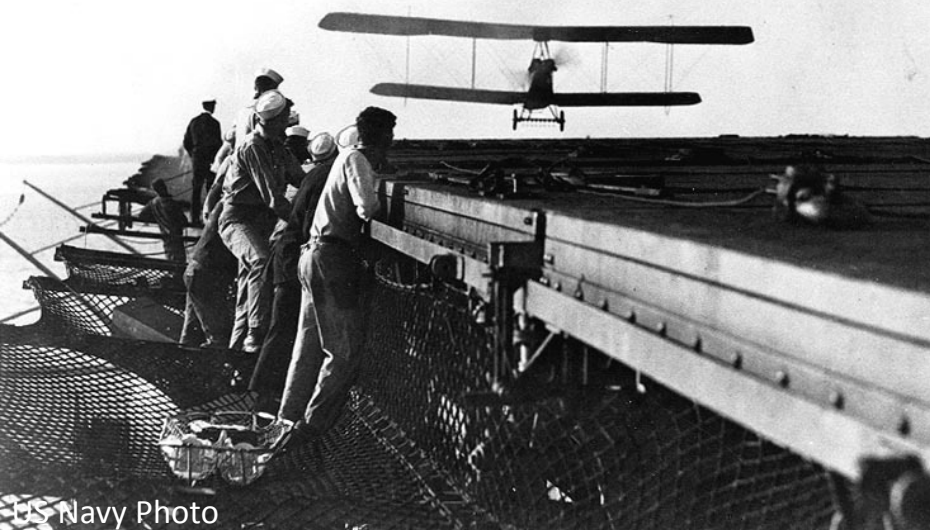
US Navy Photo

USS Langley (CV-1) docked at the carrier pier at NAS North Island, San Diego, California, with a Douglas DT-2 airplane taking off from her flight deck. This photo may have been taken during catapult tests in 1925.



US Navy Photo

An Aeromarine 39-B airplane approaches the flight deck of the USS Langley (CV-1) during landing practice, 19 October 1922.



US Navy Photo

and long distance patrol and bomber planes were wanted for station use as well as a mixture of land and seaplanes for the Marine Corps to use.

That May 8th, only one of three NC flying boats (NC-1, NC-3, and NC-4) from Seaplane Division One attempting the first transatlantic flight completed the journey, finally arriving in Lisbon, Portugal on May 27th. Due to thick fog, the other two NCs lost their bearings and had to land at sea to establish their position. However, both aircraft suffered damage upon landing and were unable to

US Navy Photo



NAS North Island, San Diego, CA. View taken about 1926, showing Curtiss TS-2 floatplanes from VF-1 flying above the USS Langley.

take off. Both crews managed to survive after the NC-3 drifted to the Azores and the crew of the NC-1 was taken aboard a Greek steamer. Lieutenant Commander Albert C. Read commended the NC-4 and his five-man crew for that historic flight.

The Secretary of the Navy approved launching platforms to be constructed on top of two main turrets on each of the eight battleships on July 1st. Less than a year later, the USS Jupiter was converted into the Navy's first aircraft carrier and renamed the USS Langley.

The 1920s is referred to as a decade of significant growth in naval aviation, and several of the ideas from the twenties are still being used by the Navy today, such as aircraft carriers and aircraft with folding wings. Naval aircraft also set numerous records in the twenties. In 1920, radial air-cooled engines were developed and purchased, Navy vessels including aircraft acquired a new standard identification, such as F for fighter aircraft, and aerial bombs were tested.

On January 20, 1921 a turntable catapult design by the Naval

Aircraft Factory was approved for fabrication by the Bureau of Construction and Repair, and completed its first test launch on October 26th of that same year. The catapult was powered by compressed air rather than the steam that modern carriers use.

Today, an aircraft carrier would be crippled without arresting cables. The first development of an arresting gear system was started on August 10, 1921, when Lieutenant Alfred Pride taxied an Aeromarine onto the dummy platform at Hampton Roads, and engaged arresting wires. This test

led to the development of arresting cables for the USS Langley.

On February 7, 1922, a 50 hour test run was completed of the Lawrance J-1, a 200 horsepower radial air-cooled engine, foreshadowing the future success of radial engines in naval aviation. The previously mentioned USS Langley, which was converted

While Eugene Ely first demonstrated the ability to take off and land on a ship in 1912, it wasn't until over 10 years later on October 17, 1922 that someone took off from an actual carrier. Lieutenant Virgil C. Griffin took off from the USS Langley, which was anchored in the York River at the time, in a Vought VE-7SF.

Whiting was catapulted into the air while piloting a PT seaplane.

1923 was a year of further tests and record breaking; nearly 25 world records were set. Tests conducted included aircraft handling, carrier operations, radio controlled airplanes, and stowing a seaplane in a submarine and launching it. Another important

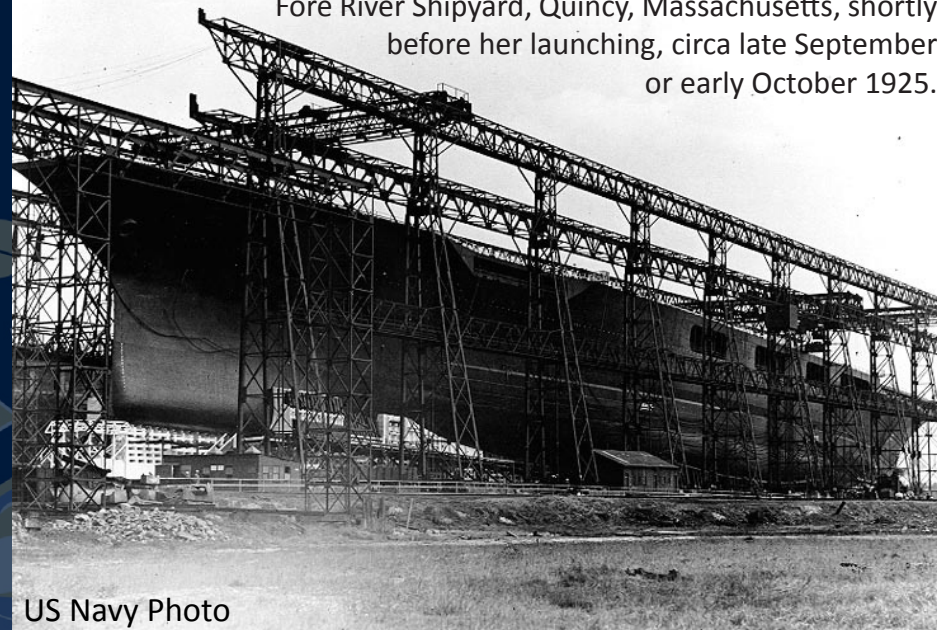
led to gunpowder catapults being commonly used on battleships and cruisers.

1925 saw the first squadron trained to operate from an aircraft carrier as well as the first night landings on a carrier. On January 22, squadron VF-2 began to practice carrier landings on the Langley off of San Diego, CA. Even though the Langley was held to only being used for scouting purposes, it was enough for Commander in Chief, Admiral Robert E. Coontz to urge the Lexington and Saratoga be finished as soon as possible. The Admiral also suggested improvements should be made to the catapults and arresting gears in addition to making more long-lasting and reliable aircraft. April 8th marked the first landing on a carrier at night; however, an accidental landing occurred on February 5th when Lieutenant Harold J. Brow stalled while working on night approaches. 1926 brought about more tests proving that aircraft could be operated from submarines and exercises to improve dive bombing tactics.

On January 1st of 1927, a separate department devoted to flight testing was created at NAS Anacostia in Washington DC. A little over three months later, on March 9, the Navy bought their first passenger transport, the Ford Motor Company JR-1 Trimotor, after an exhibition at NAS Anacostia.

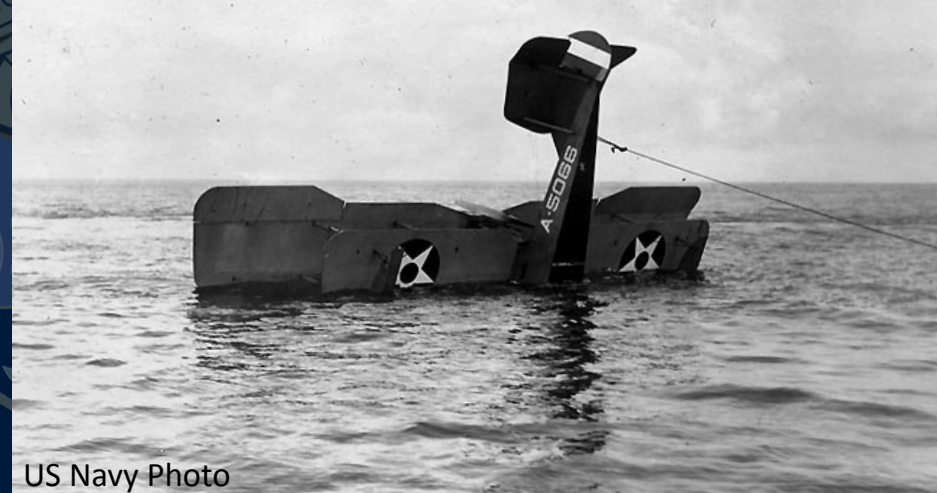
On July 17th, a flight of five DHs led by USMC Major Ross E. Rowell conducted an organized strafing and dive bombing attack

USS Lexington (CV-2) on the building ways at the Fore River Shipyard, Quincy, Massachusetts, shortly before her launching, circa late September or early October 1925.



US Navy Photo

Aeromarine 40 flying boat wrecked in the Gulf of Bacabano, Cuba, 25 May 1923. This aircraft hit something on the water or broke a hole in its hull by hitting a wave, leaving the plane's wings and hull unfit for further use. It was subsequently stricken from the list of Navy aircraft



US Navy Photo

against enemy forces that surrounded a garrison of Marines in Ocotal, Nicaragua. Even though diving attacks happened in World War I and Marine Corps pilots used the exact same technique in Haiti in 1919, this attack is referred to as the earliest occurrence of an organized dive bombing attack in combat. The USS Saratoga and

the USS Lexington were commissioned on November 16th and December 14th respectively.

It is clear that this period was a major one in the continued birth of naval aviation. The foundations of carrier aviation formed still last today. Check back next month for a look at naval aviation in World War II!

Three pilots from the "Flying Chiefs" of Fighter Squadron Two (VF-2) stand next to their Curtiss F6C-2s at NAS North Island, circa 1926.



US Navy Photo

from the USS Jupiter collier, was commissioned on March 20th. Nearly three and a half months later, conversion of the unfinished battle cruisers Lexington and Saratoga to aircraft carriers was approved by Congress and they soon joined the Langley to give the Navy three carriers.

Nine days later Lieutenant Commander Godfrey Chevalier made the first landing aboard a carrier when he landed an Aeromarine on the deck of the Langley off of Cape Henry. A month and one day after the first take off from a carrier, the first catapult launch took place when Commander Kenneth

event of 1923 happened on August 13, when Naval Reserve units were established at Fort Hamilton, NY and Squantum, MA. A little under a month later, a catapult powered by gunpowder was used to launch a Martin MO-1 observation plane off of the battleship USS Mississippi. This achievement

Joint Services Open House - Andrews AFB, MD

Photos by Chris Adolor





Jones Beach Airshow - Jones Beach, NY

Photos by Sai Nakama





Special Paint Scheme Profiles



Chris Adolor

Aircraft: MH-60S Knighthawk (BuNo 166294)
 Unit: HSC-2 "Fleet Angels"
 Stationed: NAS Norfolk, VA
 Aircraft Mission: Multimission Shipborne Helicopter
 Period: Circa 1950
 Significance: Aircraft painted to represent then-Lt. j.g. John Thornton, recipient of Navy Cross, assigned to HU-2
 Painted at: Fleet Readiness Center Mid-Atlantic, Norfolk, VA



Andrew DeMartini

Chad Grosvenor



Chad Grosvenor

Aircraft: T-45C Goshawk (BuNo 165598)
 Unit: Training Wing One
 Stationed: NAS Meridian, MS
 Mission: Advanced Jet Trainer
 Period: Circa 1939
 Significance: Represents scheme of aircraft as signed to Enterprise Air Group. (CV 6)
 Painted at: NAS Kingsville, TX



Chad Grosvenor

Chad Grosvenor



First Place - Jeremy Hampton (19 points)

Third Place - Jeremy Hampton (17 points)



Second Place - Chris Adolor (18 points)

Monthly
Photo Contest

Congratulations to the winner of the June 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 - Chris Adolor (11 points)

Fifth Place - Sai Nakama (6 points)



PLANES OF FAME AIRSHOW 2011

Article by Mark Hrutkay

If you go to a single airshow, this is the one. I live on the other side of the country from Chino, CA and I go to this show every year. This makes my fifth Chino show in a row; this patch of desert outside of Los Angeles is the center of the warbird universe.

The show is the annual fundraiser for the Planes of Fame Museum, the standard by which all flying museums are judged. It was the first "flying" museum in the country and they have more rare planes than anyplace else. Mr. Maloney founded the museum in the late 1950s and collected airframes that would have other-

wise been scrapped. Most importantly he collected items nobody else wanted, especially Japanese and German aircraft. They have what I believe is the largest collection of Japanese WWII aircraft on the planet. The P-59 was the first jet fighter our country had; that's a very rare bird. They have one they are getting ready to fly again. At one time they had the only "civilian" ME-262 (since sold to Paul Allen) that was a real German built plane with real German engines. They have a Northrop Flying Wing (prototype of course) and a Horton flying wing glider (the only one). Their P-51 "Spam

Can" has had one civilian owner in its life (the only one that I know of) and has been in constant service since the late 1950s, acquiring 4,100 hours - making it the highest time P-51 in the world.

The collection is a working collection, and is available for movies, commercials, etc. The first weekend in May every year, the planes come out of the hangars and work to support themselves. While they fly the collection year round, during the show, they are all on the line to fly. There is a constant stream of aircraft taking off, landing and making low passes and that never gets boring.



This event has become the largest regular warbird event in the country with the best photo opportunities that can possibly be had. There are virtually no "bad" places to see the show from. The warbirds that appear here on a regular basis are ones that would warrant a specially-themed show somewhere else. The theme for this year's show was 100 years of Naval Aviation as so many others are doing this year. What distinguishes the event here at Planes

of Fame is that they have so many Navy and Marine aircraft in house and on the field that they don't have to run around trying to get aircraft to appear. You saw a Duck, F3F biplane, Wildcat, PV-1, PBJ (B-25), Skyraider, two Hellcats, two Tigercats, three Bearcats, two Avengers, and three Corsairs. There were also other Army aircraft from WWII and Korea, over six P-51s, two P-40s, a P-63 and others; as well as a Zero, Firefly, FW-190, and more. Aside from

the warbirds, a C-17 was on static display and the USAF F-15E Strike Eagle Demo Team performed. The civilian performers were Rob Harrison in his Zilin 50 the "Tumbling Bear" and the Silver Wings Wing Walkers, Hartley Folstad and Margi Stivers.

For me, a special treat was to see Howard Pardue fly aerobatics in his Bearcat. Howard is a Texas oilman and former Marine Pilot (are there really any "former" Marines?). He's done some of

the best warbird aerobatics in the past in the Wildcat, Bearcat and Corsair (and at one time or another he's owned all of them and several of some). Howard just retired from racing at Reno where he was fixture for many years. He put on a show that was hard to forget.

The Northrop N9M Flying Wing flew on Sunday. I've seen it fly before, it's not fast, nor does it do Pardue type acro, but there isn't another place on this planet where you are going to see this

plane fly. Chino's annual airshow is the only place and if you look at the crowd, they give the wing their undivided attention.

Clay Lacy did a demo in his Learjet. Last year he did aerobatics in it and that was a real crowd pleaser, after all who has ever seen a Learjet doing a roll or loop with smoke on? For those of you who are not familiar with Mr. Lacy, well, he's in a class by himself. He pretty much invented modern corporate aviation. He

was the first to sell Learjets, along with his old friend, golfing legend Arnold Palmer. He's flown about everything and has been flying the Learjets since they first came out. He set world records and started the first jet charter service in the world in 1968. He has over 50,000 hours of flight time to his credit and all of this doesn't even scratch the surface of what he has accomplished.

There were some really special "Navy" displays. The Duck



Eric A. Rosen



Matt Shinavar



Mark Hrutkay



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runs well. It would be hard to thank them all since there are so many. They read like a who's who of the warbird community. Other shows have gaps in them where the next act is taking off or the last one was landing. At Chino the show is coordinated to where there is a constant flow of aircraft entertaining the crowd. The action never stops until the show is over.

The last pass at the show was one mass flyover of 28 aircraft. All but one (the FireFly) were from the US and they were all combat aircraft, no mass flyover of T-28s or T-6s here. It was very impressive.

If I had a "bucket list" of things I had to do before I died, going to Chino would be at the top. For next year, do what you need to make sure that you schedule a trip to Planes of Fame.

I would like to thank Frank Morillo, Steve Hinton, and the staff at Planes of Fame for making this story possible.

made some passes with an F3F biplane representing a pre-WWII Navy. Then there was a display that will not be duplicated this season, where a progression of Douglas attack aircraft - a Dauntless, a Skyraider, and a TA-4 Skyhawk - flew in formation.

The Heritage Flight was interesting and consisted of an F-15E and a pair of P-38s. While it's rare to see two P-38s in the air at the same time, seeing them with a Strike Eagle is even rarer.

Not only are the aircraft amazing, the people flying them are too. They always put on a flying display that shows professionalism not found at other airshows because of a simple reason. They fly together a LOT, hence less practice is needed and the show



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Wings Over Cullman 2011

Rising From The Rubble

Article by Antonio More'



After the historic 2011 tornado outbreak which took place on April 27th in the southeastern United States, the state of Alabama was a mess. The massive lines of storms killed an estimated three hundred and forty four people across the south, and left an immense path of destruction and over \$10 billion of damage in their wake. After the storms had passed, it took days

for authorities to restore basics such as electric power and water services, and the clean up that is much of Alabama today will continue for months and months to come.

Caught in the middle of this massive weather event was the small town of Cullman, Alabama, which saw the storms first major tornado, an EF4. This tornado

damaged 867 structures in Cullman County alone. For 2011, the City of Cullman had partnered with David Schultz Airshow's to plan and produce the first annual "Wings Over Cullman" one-day airshow scheduled for Saturday May 21st. However, with only 23 short days between the storms destruction and the planned show, an important question came to

light: should Cullman cancel the airshow?

Airshow fans scoured the internet searching for news about the Cullman event, and finally on May 8th a small yet powerful graphic appeared in the corner of the event's Schultz-built website. With a simple "the show will go on", the community of Cullman dug deep and redoubled their ef-

forts, changing the show's focus into a fundraising effort to benefit their friends and neighbors who had lost so much.

As with any Schultz-sponsored event, the aerial lineup and static display list was impressive. Over a dozen civilian and military static display aircraft dotted the flightline, ranging from an aged yet sporty L-29 Delfin jet trainer to a

modern US Air Force TH-1H Huey and almost everything in between. Even the weather was picture perfect, with crisp clear blue skies, a manageable breeze, and the sun behind the crowd for much of the day.

The airshow opened at high noon with an American flag parachutist from Skydive Alabama, followed by a single-ship F-16C Fight-





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ship AH-1F Cobra demo team also performed, and many airshow patrons paid the \$450 donation to ride aboard the Cobras both before and after the event ended. One of the AAHF's immaculate UH-1 Hueys was also in attendance, and spent all day giving hundreds of guests a feel for one of America's iconic Vietnam-era aircraft. Even as the show ended and the crowds dispersed, the long lines under the Sky Soldiers tent remained!

The obvious star of the show was the A-10C Thunderbolt II West Coast Demonstration Team from Tucson Arizona, led by demo pilot Capt. Joe "Rifle" Shetterly and TSgt Dino Levidiotis. "Rifle" brought the crowd to their feet for much of his dynamic tactical performance, and the entire team was swamped for autographs both before and after the event.

Following the practice show on Friday afternoon, officers of the Alabama State Patrol and the Cullman Police Department took members of the A-10 West Demo Team for an aerial site survey of Cullman in their Bell 407 helicopter. The demo team members were able to survey the "immense path of destruction" from the air, and got a better feel for what a huge effort still lays before the people of Alabama in recovering from the storms.

All in all, the city of Cullman produced a wonderful airshow that the entire community can be proud of, and hopefully we will see news of a 2012 Cullman airshow on the horizon soon.

Jimmy Fordham in a smoke-filled Yak-52 aerobatic demo, and Greg Koontz (again) is his red Super Decathlon ribbon-cut routine. Helicopter fans were treated to a Bell-based show, with the Alabama Highway Patrol's Bell 407 long-line performance and Air Evac's Bell Long Ranger which both flew unique routines for the crowd.

The Army Aviation Heritage Foundation's Sky Soldiers two-

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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!

Beale AFB Airshow - Beale, CA

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Central Texas Airshow - Temple, TX

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Great Tennessee Airshow - Smyrna, TN



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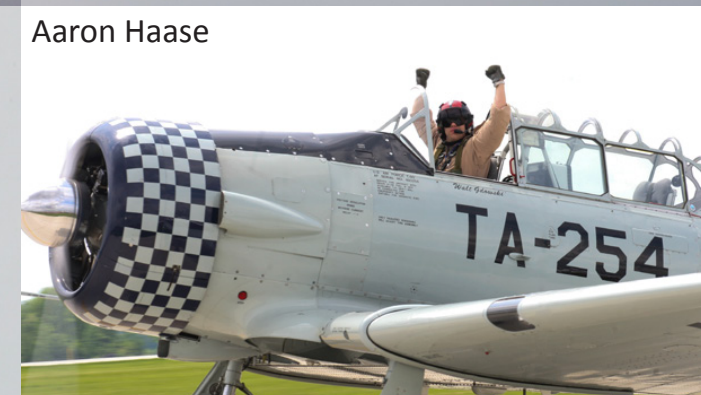
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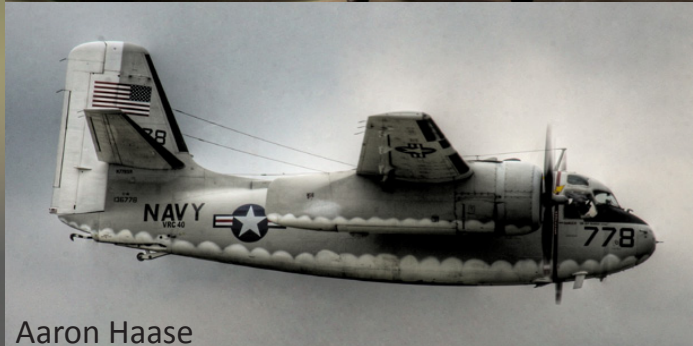
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General Aviation Day - Everett, WA

Photos by Anthony Richards





Warbirds Over The Beach

Virginia Beach, VA

Photos by Ricky Matthews



Grenoble Airshow - Grenoble-Isere, France

Photos by Tom Lammens





Wheels and Wings Airshow
Millville AAF, NJ



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Salute to Veterans Airshow - Columbia, MO



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Thanks for Reading!