

AirshowStuff

Magazine



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November-December 2011

AirshowStuff Magazine 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 1200 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 four runners up to get published. If you don't win, try again next month! Good luck!



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Cover Photo

Two HH-60G Pavehawks swoop in during a CSAR demonstration at the Aviation Nation Airshow at Nellis AFB in Las Vegas, NV. Photo by Matt Shinavar. For more, see page 130.

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





Thanks to those who contributed to this issue!

See yourself here!

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

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"It is very possibly one of the last photos ever taken of the airplane..."

depicted is the second of the two XR-12s that were built, and the only one that included its full reconnaissance interior, including all the reconnaissance cameras and even a darkroom (the first prototype was a handling qualities test aircraft only).

Ship Two had a relatively short life, which makes this photo special. As Mike tells it, "It is very possibly one of the last photos ever taken of the airplane, because one week later it left for operational testing at Eglin AFB, FL, and crashed on only its second test flight there on November 7th." Of the seven-man crew, only five survived the watery crash.

The Rainbow was faster than any aircraft in its class, but it was also a very expensive project. The end of the war, along with the significant budget cuts that followed, doomed the program. Republic had also planned on an airliner based on the Rainbow and both Pan Am and American Airlines placed orders, but with the loss of the military contract, the cost of developing the airliner version increased beyond what was economically viable for the carriers. With the coming jet age, the Rainbow was largely forgotten, but thanks to old photographs such as this one, such classic designs can live on.

What is *Vintage Wings*?

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

Coincidentally, it was a new era in photography, as well. Thanks to Kodak, cameras were no longer the realm of the professional studio or itinerant photographer, they were becoming a popular way that ordinary people could record what they found exciting around them, and the snapshot was born. And of course, the new "aeroplanes" often fit that bill. As a result, now 70 to 80 years later, we have a hidden treasure in vintage non-professional snapshots, a window back through which we

can clearly see the excitement that flying machines brought. Vintage Wings will be taking just such a look back – and discover some surprising threads of history – mostly utilizing never-before-published photos, at yesteryear's airshows and the new-fangled machines that graced the sky. For more great vintage aviation photos, check back next issue or visit Alan's blog at:

VintageAirPhotos.Blogspot.com

Article by Alan Radecki

Back in the September issue, AirshowStuff had the opportunity to chat with aviation author Mike Machat about his new book *World's Fastest Four-Engine Piston-Powered Aircraft: Story of the Republic XR-12 Rainbow*, chronicling the history of this unique high-speed, long endurance reconnaissance aircraft. At the time, I learned that one of the two Rainbows had actually made an

airshow appearance in its short life, and naturally there were a few photos floating around of this rare bird. Machat included one of these in the book, and has been gracious enough to allow Vintage Wings to use one of the ones that didn't make the final cut for the book; to our knowledge, this is the first time this photo has been published.

The photograph was taken in October, 1948, at Wright Field's annual open house. The aircraft

EL CENTRO PHOTOCALL: NOVEMBER 2011

Article and Photos
by Matt Shinavar



“If you’re interested in attending a photocall at El Centro NAF in November, reply to this e-mail”. Um, yeah! What kind of question is that? E-mail sent. I’ve never been to a photocall at El Centro before, but had seen pictures and my mind was made up. I was go-

ing. I’d ask for time off from work later, but right now I’m attending the photocall.

Thursday finally came, early morning wake up, long drive, long hot day, long drive home, and late night to bed. End of story. Ok, maybe a little more effort should

go into attempting to describe one of the greatest photography days on my books.

We arrived outside the fence just after flying had started for the day. The plan was to take pictures of planes approaching from outside the fence before the sched-

uled time to meet at the front gate to go on base. We stood, they came, we photographed. It seemed like an endless parade of T-45 Goshawks; sure they’re just a trainer and not particularly high performance compared to the other aircraft we could see on

the ramp area, but I’ve never captured them on camera before so I was more than happy to have Goshawk after Goshawk. Then as one approached, its engine noise was completely overpowered by another sound - F-18s returning from the range.

The two F-18s were returning from the range, flew down the centerline, and broke at midfield to get into the pattern. As they came in closer and were midway through the turn to final, it became clear, they were Canadian CF-18s out practicing in the warm



El Centro sun.

As more Goshawks and US F-18s, both Legacy and Super Hornets, came home from the range and worked the pattern, two more CF-18s were starting up to head out. A couple pictures as they taxied out, some more as their weapons were armed just short of the runway – something the American aircraft don't do. Then they were off. More Goshawks through the pattern, back from the range. The distinct sound of a rotorcraft starting came through the air. Scanning though long lenses revealed heat coming from an Apache's engines. As the Apache taxied out to the runway, for an otherwise vertical takeoff, we noticed a small roundel on the aft fuselage – indicating this is one of the British Apaches that

El Centro plays host to. The pilot held a hover for a couple minutes; I would guess it wasn't so we could get our fill of pictures, but that's how it turned out. As they departed, a quick salute from the gunner and they were off. After the Apache departed, a C-2 Greyhound did some pattern work, and then it was time to meet at the front gate.

After going through the front gate and making it to our designated parking spots, we met Michelle Dee the public affairs officer for El Centro along with Captain Devon Jones, Commanding Officer for El Centro. Captain Jones recently became the CO for El Centro and wanted to see what a photocall entailed, so he and Michelle came out to the runway with our group. He was

more than willing to answer any of our questions, including a full explanation on the IFLOS system – the Improved Fresnel Lens Optical Landing System – how it works, what aircraft carriers have, and how the system works in poor weather conditions. Captain Jones was a wealth of information on the IFLOS equipment, but with his experience as a Tomcat driver it would be hard to imagine it any other way.

While along the runway, business continued as before. There were many Goshawk landings and takeoffs. More F-18 and CF-18 launches and recoveries. A Canadian C-130 took off and came back after an hour or so. The C-2 returned for some more simulated carrier approaches. Standing that close to the runway, there are a





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couple things a person can experience that people normally don't. The heat from a full afterburner take off is one of those things. Depending on where I was along the length of the runway, the experience was different. Just past the point where the engines were ran up it got quite hot, further down near the 500 foot area I could feel the heat just as they passed, but they were already going fast enough it didn't change the local atmosphere for 30 seconds. Other unique experiences included the downwash from a C-2 wing that nearly passed overhead and learning it can push you out of the way, the subtle differences in exhaust note between a Legacy and Super Hornet, getting a picture of a T-45 instructor taking a picture of you taking a picture of him, and seeing the visualization of aerodynamics as the aircraft accelerated into the compressible regime of flight and air density gradients

distorted the appearance of the background around the aircraft. We were told there were no facilities on the runway; no shade, no water, no bathrooms. They were right, it is a runway, but that didn't matter. There were high performance military aircraft taking off and landing and that was more than enough to compensate for the lack of facilities. Many thanks go out to everyone that made this possible, including but not limited to: Mi-

chelle Dee, Captain Devon Jones, and Damon Duran of APSocal (owner of Aviation Photographers of Southern California website) for facilitating this opportunity. Also huge thanks go out to all the pilots for giving us something to take pictures of; the service you provide to your country is truly commendable. If I receive another invitation for a photocall, you can expect me to promptly respond with an enthusiastic yes.

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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!

Note - The naval aviation history that was originally planned to appear here will instead appear in the CONA Special Edition later this month



100 Years in the Making
THE AirshowStuff Magazine

CENTENNIAL OF NAVAL AVIATION
 SPECIAL EDITION
 COMING MID DECEMBER

Special Paint Scheme Profiles

Photos by Kevin Helm









165421 / WE-01 (cn 293) VMA-214 "Black sheep" on static display. Painted at Naval Aviation Depot, Cherry Point, North Carolina in March 2010 and displayed at the 2010 Yuma Airshow.

The Marine Attack Squadron 214 "Black Sheep" honored one of their plane captains by painting his name onto the squadron commander's AV-8B Harrier, which was unveiled here May 13, 2010.

Cpl. Jonathan Prince, squadron power-line mechanic, now has a name on the jet along with squadron commanding officer Lt. Col. Robert Schroder, squadron sergeant major Sgt. Maj. Leonard Maldonado, and the iconic Black Sheep World War II ace Col. Gregory "Pappy" Boyington.

"Being that it's our flagship bird, any time we have a static display for air shows, that'll be the primary aircraft on display," said Capt. Charles George, Prince's officer in charge.

Plane captains' responsibilities are monumental, said George. From the time they step out onto the flight line until they salute the pilot taxiing off, they are in charge of the Harrier. The plane captains go over the Harrier to examine any discrepancies before flying. Their thoroughness can determine whether a pilot makes it back to the flight line.

During his deployment to Afghanistan, Prince, a native of Lexington, N.C., located an engine problem that nearly went undiscovered. The damage was such that the Harrier and its pilot may have been lost.

"In my mind, his actions saved the life of a pilot and an asset for the United States Marine Corps," said George.



First Place - Jonathan Silva (25 points)

Third Place - Mark E Loper (15 points)



Second Place - Andy Backowski (16 points)



Photo Contest

Congratulations to the unanimous winner of the November-December photo contest - Jonathan Silva! 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 - Andy Backowski (9 points)

Fifth Place - John Nyren (4 Points)



SADE 2011

Seoul Aerospace and Defense Exhibition



Article and Photos
by Pieter Stroobach

The Seoul Aerospace and Defense Exhibition (SADE) is a bi-annual event held at Seongnam AB, also known as Seoul AB or K16. Seongnam AB is the home of five squadrons; 255 & 257 sqn, which operate the C-130H & C-130H-30, 237 sqn which operates the KA-1, 125 sqn which operates the RC800 (BAe 125-800RA/SIG), and 296 sqn which operates the VH-60P, VCH-92, B747-4B5 and CN-235-220VIP. The last weekend of the show is open to the public and is a great chance to see a nice selection of Republic of Korea Air Force (ROKAF) aircraft.

The story of Korea is of course well known. The war between the North and the South raged between from 1950 to 1953, when an armistice was reached. This cease fire still stands and is up-

held by UN lead forces, although technically the two sides remain in a state of war. After the fighting, the South prospered and developed a healthy aerospace industry. It first became involved in maintenance and slowly but steadily evolved into a complete industry with Korean Aerospace Industries, manufacturer of the indigenous KT-1 Woongbi trainer, as its flagship. Licensed production of the F-5 and F-16 was followed by heavily modified versions known as the KF-5 and the KF-16, both incorporating domestic equipment. Another locally developed and built design is the KAI T-50 Golden Eagle, an advanced trainer. Both the Golden Eagle and Woongbi have been further developed into an attack version, the TA-50 and KA-1 respectively.

The successful exportation of these designs is evidence of KAI's success; the KT-1 is in use by Turkey and Indonesia, the T-50 is the next addition to the Indonesian Air Force, and Israel has shown interest in the T-50. All in all, a very nice track record.

SADE 2011 had many aircraft types of the Korean armed forces at the static; the C-130H, CN-235, AH-1, Buwhalo, KT-1, T.59 (Hawk Mk.67), T-50, TA-50, KF-16, F-4E, F-15K, KF-5, KA-1, HH-32A, HH-47D and HH-60P were all represented. This year's show also had a large US presence with an E-3A, a KC-135R, two F-15Cs, two F-16Cs, an A-10C, a UH-60 and a USN SH-60. For some reason, these were parked in a far more open pattern than the Korean aircraft. It almost looked like the

Koreans were ashamed about their aircraft! If this is so, it is very unjust. Although not really a part of the show, there are some very interesting aircraft preserved on base: Two C-54s, a C-118, a C-123K, and, by far the most interesting, an EC-47Q, all of which appeared to be in very good condition. As a trade show, SADE also had a large number of armored vehicles on display. The national airline, Korean Air, had two aircraft on display as well.

The airshow itself was a somewhat minor affair, also with a very large American presence. The opening act was the odd pairing of a Pitts S-2 Special and Yakovlev Yak-52 that performed a very nice aerobatics routine. The next aerobatics came from a local design; the KAI KT-1 Woongbi is a look-alike of the PC-7 and is also a very capable aircraft, as the demonstration proved. The first of many American demos was the Boeing AH-64D Apache, flown by factory pilots who really showed off the helicopter's great capabilities. It was nice to see the Boeing C-17A Globemaster III demo performed again following the Alaskan crash. It was followed by the first of two full demos by the ROKAF aerobatics team the Black Eagles. The T-50B Golden Eagles the team flies are a pleasure to look at. The team uses these aircraft well and puts on a very nice show which I wish could be seen more often. Next came a flyby from the good old "Dragon Lady" U-2 spyplane, which was somewhat spoiled by weather but still a nice treat. Per-

haps it was fitting that the flyby was very high up and hard to see! A bonus for the spotters among the public was the departure of three VCH-92s and two VH-60Ps. The VIP version of the S-92A is the first choice for many governments when replacing their older VIP choppers. These choppers are seldom seen at all, so the surprise was a great one. After a lunch break, a Fairchild A-10C Thunderbolt II performed in slowly but steadily improving weather. The faithful Warthog has

been written off by many again and again but has proven to be a reliable weapons platform that can't be replaced. A solo demonstration of the T-50 was next, and really showed off Lockheed Martin's influence in the design. It is one of the few available jet trainers with lots of potential for further development. A ground attack version is being developed as the TA-50 with deliveries expected in 2013, and a genuine fighter prototype, the FA-50, is on order as a possible replacement for the





F-5/KF-5. Another American contribution was the Lockheed Martin F-16C Fighting Falcon demo, followed by a very short demo of the Boeing F-15K Slam Eagle that consisted of a few flybys. I am sure that this aircraft is capable of much more than was shown;

it was a bit of a disappointment. This was followed by the second demonstration of the Black Eagles and the second demo of the Australian odd couple to end the show as it began. Overall a very nice but short show. I think the local squadrons could have had

added more, as could the Koreans as a whole. There is absolutely no reason to hide this very interesting air force! The sun came out at last to allow for some nice static shots before the day came to an end.



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!

Fort Smith Airshow - Fort Smith, AR

Review by John Nyren

Fort Smith, Arkansas was host to their first air show in three years during the first weekend of October. The locally based 188th Fighter Squadron reported com-

bined attendance for both Saturday and Sunday at 255,000 spectators. Weather was perfect with clear fall skies and temperatures in the 80s for this free event. Volunteers from Walmart helped direct the crowd to on-site parking,

which was available for a five-dollar charge. Transportation to and from complementary off-site lots was provided by bus.

Visitors had the opportunity to explore numerous static display aircraft and to participate in

John Nyren



Angelo Aldrighetti



Angelo Aldrighetti



John Nyren



John Nyren



Angelo Aldrighetti



John Nyren



Angelo Aldrighetti



Angelo Aldrighetti



Angelo Aldrighetti

other activities as well. Featured on the ramp were two US Marine F-18 Hornets, an AC-130 Spectre Gunship, and other aircraft ranging from smaller single-engine types to a C-17 Globemaster III from Charleston, South Carolina.

Saturday's show opened with several jumpers from Skydive Ranch flying-in the colors while Matt Younkin circled in his Twin Beech. Shortly thereafter, Bob Pezold performed in his L-39 Czech fighter. Tora Tora Tora, complete with smoke and impressive pyrotechnic effects, recreated a scene from Pearl Harbor. Once the smoke had cleared, Fowler "Big Dog" Cary made several passes in his vintage T-33 Thunderbird, followed by a two-ship aerobatic display by Team Vortex, and a return of the Skydive Ranch jumpers. The arrival of a Delta Connection regional jet allowed for a short break and an opportunity to visit any of the number of food vendors that were available throughout the event.

Air Combat Command's F-15E Strike Eagle demonstration was as amazing to watch as it was loud! Just as the Strike Eagle taxied in, Kyle Franklin made his way out to the flight line with quite a commotion. He captivated the audience as announcer Mike McFarland tried to 'talk him back to the ground' during several wild landing 'attempts.' Manfred Radius performed his ultimate sailplane routine, allowing fans to recover their hearing for a while before several more jet powered acts would take to the runway. Then

the beautiful red and white high-performance Stearman flown by Gary Rower sparkled over the show line as the afternoon sunlight shined down.

The Indy Boy's "School Time" Jet Bus really brought the crowd forward to see this one-of-a-kind show. Other acts included John Klatt of Air National Guard fame along with the Max Adrenaline S-10 Jet Truck, Skip Stewart in his Pitts "Prometheus", and the three Romanian-built Yakovlev Yak-

52TWs flown by the Aerostars. Thunderbird One, Lt. Colonel Case Cunningham, swore in the Air Force's newest recruits before the team took to the skies. The slot pilot flew one of the two-seaters with an external fuel tank as his number four jet was undergoing maintenance for Saturday's show. The crowd was really thrilled to see this long-anticipated performance, capping off a terrific day for airshow fans in Arkansas!



Angelo Aldrighetti



John Nyren



Angelo Aldrighetti



Angelo Aldrighetti



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Angelo Aldrighetti



John Nyren



John Nyren

MCAS Miramar Airshow - MCAS Miramar, CA



Eric A Rosen

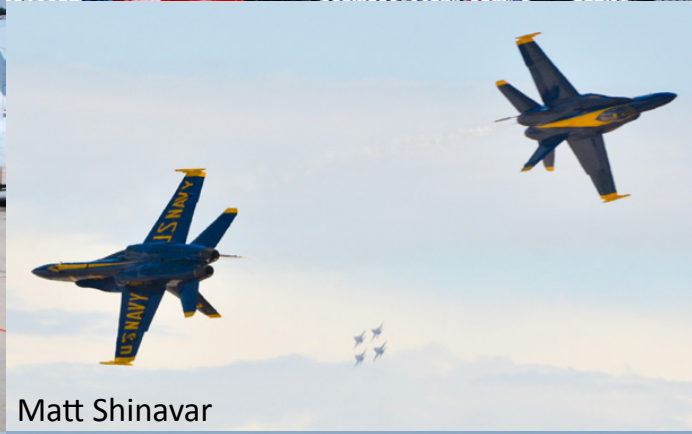


Christopher Roberts

Kevin Helm



Kevin Helm



Matt Shinavar



Matt Shinavar



Matt Shinavar

Kevin Helm



Kevin Helm

Kevin Helm



Eric A Rosen



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Sheppard AFB Open House Sheppard AFB, TX

Photos by Brandon Thetford







Euan Rannachan

Mark E Loper



Euan Rannachan

Euan Rannachan



Mark E Loper



Mark E Loper





Mark E Loper

Mark E Loper



Mark E Loper



Mark E Loper

Euan Rannachan



Legacy of Liberty Airshow - Holloman AFB, NM

Review by
Eric A Rosen and Hang Tran

Near the southern town of Alamogordo, New Mexico, you will find the Sacramento Mountains, White Sands National Monument, White Sands Missile Range, endless blue sky, and Holloman AFB. Our original plan was to visit New Mexico during Albuquerque's 40th Annual Balloon Fiesta, but when we heard about the Holloman AFB Open House and Air Show occurring during our visit, we decided to include it into our schedule. Alamogordo turned out to be a 3 1/2 hour drive south of Albuquerque, and the closest town to the base. With the persistently

bad weather we had encountered at the Balloon Fiesta, it certainly felt lovely to have the sun shining overhead and warmer temperatures again. This happens to also be lovely weather for an air show; no haze and good visibility only made it better.

Holloman AFB began as the Alamogordo Army Air Field in 1942, and was initially planned to serve as the center for the British Overseas Training Program. All that changed on December 7, 1941 with the Japanese attack on Pearl Harbor. The British scrapped the Overseas Training Program, and the US military saw the location as a perfect opportunity to expand its own growing military

repertoire. By May 1942, the base became known as the Alamogordo Bombing and Gunnery Range and served as the training grounds for several bombardment groups, primarily flying the Boeing B-17 Flying Fortress, B-24 Liberator, and B-29 Super Fortress during World War II. Most groups then spent six months of training there before heading out to combat in both Pacific and European theaters. At the end of World War II, the future of the base seemed uncertain, but it eventually found new life as a primary site for the testing and development of pilotless aircraft, guided missiles, and other research programs. In 1948, it was renamed in posthumous

Eric A Rosen



Hang Tran



Hang Tran

honor of Colonel George V. Holloman, a pioneer in guided missile research. Today, Holloman AFB is host to the 49th Tactical Fighter Wing of the United States Air Force and the 46th Test Group, which is affiliated with the 46th Test Wing, Air Armament Center at Eglin AFB in Florida, and continues to serve at the forefront of military operations. In past and present, the base has trained pilots on numerous jet fighters including the F-4D Phantom II, F-15 Eagle, and F-22 Raptor, as well as training UAS pilots for future combat missions, and supporting worldwide deployments. The base also hosts the German Air Force's Flying Training Center.

The Holloman AFB 2011 Air Show theme was dedicated as the "Legacy of Liberty" and definitely had a lot of class acts. With the sun at your back for most of the day, this was an ideal situation for any aviation photographer or photography enthusiast. The static display on the flight line boasted a rich variety of aircraft that marks the exceptional armament, past and present, of the US Air Force. We could get close and personal with the men and women who pilot both unmanned and manned aircraft, like the MQ-1 Predator, MQ-9 Reaper, CV-22 Osprey, F-22 Raptor, F-4D Phantom II, F-16 Viper, UH-1 Huey, B-1B Lancer, T-38 Talon, and A-10 Warthog, just

to name a few. There was also a number of other aircraft on display as well, such as an HU-16 Albatross, a 1943 version of a DC-3 named the Flabob Express "Wings of Time", a B-25 named "Pacific Prowler", a TBM Avenger, and the Hawk AJT.

We met the German Air Force pilots and crew stationed at the German Air Force Flying Training Center and got to hear about what it is like to make it as a pilot of a German Tornado, a twin-engine, sweep-wing air-to-ground and air defense fighter. The Tornado has been used by NATO joint forces in such recent areas of conflict as Iraq and Afghanistan. Apparently, the open skies above the southern New Mexico desert is better suited for air combat training than the crowded skies and terrain above Europe. We also talked to the people at BAE Systems about one of the latest versions of what they have termed "the world's most successful advanced jet training aircraft", the Hawk Advanced Jet Trainer (AJT). The Hawk AJT is currently on tour from East Yorkshire in Great Britain, ready to show its advanced capabilities. This most recent incarnation of the Hawk jet trainer has been developed with stable, carefree handling with no control difficulties, and can provide a safe training environment for pilots. Its sleek design made it a crowd magnet on static display. Unfortunately, the Hawk AJT was not cleared to fly and show its true flying potential in the air, and so they could only be viewed ground-side.



Hang Tran
Hang Tran



The air show itself was a wonderful change from the many we see in Southern California. It's a rarity to start with a fly-by of two F-22 Raptors in formation right on cue at the end of a sweet rendition of the Star Spangled Banner. You can see that the pilots of the F-22 were more than happy to be back in the air after months of being grounded for maintenance issues. This was followed with a short demonstration by the B-2 bomber, "The Spirit of Oklahoma." Veteran air show performer Herb Baker wowed the crowds in his T-28 Trojan, "Ditto", soaring through high and low loops, and then flying straight through the smoke rings created by the air flow disruptions at his wing-tips just like a spry, energetic acrobat in spite of his young age of 70. Tim Weber flew his Pitts Special with a natural ease that made him look he was born to fly. Another highlight was watching the Germans in their Tornados. While flying in formation, they could maneuver the Tornado from the straight-wing configuration to the swept-wing configuration using a hand crank, something that the Germans first developed during World War II. They even demonstrated their air-to-air re-fueling capabilities. The F-16 Viper East Demonstration Team was there to show off their fast and fun version of the F-16s capabilities. Another crowd-pleasing air show performer was Matt Younkin and his Twin Beech 18. If you're at an airshow where this guy is performing, make sure you catch his act before heading

to a concession stand. Otherwise, you'll miss one hell of an aerobatic act. How anyone can maneuver such a large and heavy aircraft in the same sorts of loops as smaller and lighter ones is beyond me and makes him a pretty cool pilot in my book. One of the few vintage aircraft that flew at the air show was the F-4D Phantom II. As Rob Reider was fond of pointing out, you don't get to see one of these birds flying too often nowadays. The F-4 Phantoms are mostly sitting around these days as target practice for other military birds. To see one flying like it did at the height of its era is a treat, but to see it flying as part of the Heritage Flight next to the F-16 was doubly so.

The biggest draw to the air show was, of course, the USAF Thunderbirds. Their demonstration of precision and performance flying represents the dedication to excellence and the esprit de corps that can be found in the Air Force. Their performance was fun, exciting, and full of verve. Although for me, one of the coolest things I've seen performed at an air show was the swearing-in ceremony of new military cadets just before the Thunderbirds took flight, and this was definitely an exceptional highlight of the show at Holloman. I say this because one of the points of having air shows at military bases is to thank the local community for its support of the military personnel stationed there. What I witnessed at Holloman AFB brought back memories of my brother's own swearing-in



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Eric A Rosen

ceremony and gave me a swelling sense of pride to see those young men and women stand up and pledge their lives to protect our freedoms, our rights, and our way of life. I'm sure each of their parents felt the same sense of pride.

The air show at Holloman Air Force Base allowed us to see some great performances, especially some that are very rare for us West Coasters. The personnel, military and civilian, that we met at the base and around Alamogor-

do were warm and welcoming. The sun was at our backs for just about the entire day we were there, and that meant no squinting while watching the show high above. The only drawback we saw, and this is because we are aviation photographers, was the fact that the super-tall flood lights kept getting in the way of panning for "that one great shot". Of course, that is of very little consequence when you consider the caliber of the show, and that was a greatly

choreographed show at that. We will return for the next Holloman AFB Air Show! And the day after, we can rent some sleds and have fun on the dunes at White Sands National Monument nearby.

We would like to thank Holloman AFB and Colonel David A Krumm for putting together a fantastic air show and especially Arlan Ponder, Chief of Media Relations, and the entire staff of the Public Affairs Office for their hospitality.

Eric A Rosen



Eric A Rosen



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Culpeper Air Fest - Culpeper, VA

Photos by Ricky Matthews



Elkhart Warbird Weekend - Elkhart, IN

Photos by Ryan Sundheimer





N1AD

NAS Lemoore Central Valley Airshow NAS Lemoore, CA

Photos by Eric A Rosen







Wings Over Houston - Houston, TX



Fall must be coming because the annual Wings Over Houston Airshow has come and gone. This year's show brought temps in the low 90's, which for south Texas is a relief this year considering the drought and 45 days of over 100+ degrees. The show this year featured the Canadian Forces Snowbirds nine-plane demonstration team as well as a number of new acts not seen before at Houston; the Red Bull trio (Kirby Chambliss, Chuck Aaron and the Red Bull Air Force Parachute Team), Jason Newburg's Oakley Viper Pitts S-2S,

and an interesting demonstration of a fire-bombing Air Tractor. Also returning after a long hiatus was the Commemorative Air Force's B-29 Superfortress "FIFI."

Lucky photographers who purchased the Photo Sunrise Tour got an early start on the show and were able to shoot the sunrise from the warbird flight line. The gates opened at 8:00am and the show started at 9:45 with non-stop flying until the headlining act, the Snowbirds, at 3:00pm. One of the great ticket options of this show is the Photo Pit, complete

with scissor lift, risers, lunch, sun-screen, and private facilities.

Every year the show starts with a impressive display from the local remote control aircraft club. This year they put on their best display yet. The colors were presented by the RE/MAX Skydiving Team in excellent fashion. This year once again saw a beautiful display of the Texas Flying Legends Museum's stunning original Japanese A6M Zero, one of only three flying in the world today. Next up was the United States Coast Guard based at El-

lington, who performed an air rescue demonstration giving but a glimpse of the dangerous mission they perform 24/7.

Taking show center in the mid-morning light was the wonderful sound of six Pratt & Whitney R-2800s saluting the Centennial of Naval Aviation with the Lewis Air Legends F7F Tigercat leading the way along with their Bearcat, Howard Pardue's Bearcat and two F4U Corsairs, one from Lone Star Flight Museum and the other from Texas Flying Legends. Thanks to those people and flying museums

for bringing their rare aircraft and sharing them with the airshow fans.

This was followed by the Navy's display of their F/A-18E Super Hornet (complete with massive vapor cloud) and then the always stirring Legacy Flight with the F-18 and a Bearcat paying tribute tonaval aviation of the past and the present. Most airshows would have a full day at by this time but at Wings Over Houston they were just getting started. At high noon the wait was over to see the newly formed Heavy Metal Jet Team, which ev-

eryone in attendance found to be spectacular. Then it was time to set the way back machine for the Tora! Tora! Tora! reenactment, which this year welcomed back the B-17 "Texas Raiders" to the display. Having seen the demonstration for over 25 years it still amazes me to this day and still I'm still trying to get that one great image from it. Next to take the air was the WWII Airpower Heritage demonstration with the star of the show being the B-29 "FIFI." Wings Over Houston always has a Heritage Flight after the single ship



Andy Nixon



Andy Nixon



Andy Nixon



Timothy Pruitt



Sam Bulger



Timothy Pruitt



Sam Bulger



Andy Nixon



Andy Nixon



Andy Nixon



Andy Nixon

USAF demos and this year was no exception. Following the demos of the F-4 Phantom II and the F-16 Fighting Falcon was great Heritage Flight including a P-47, P-51, F-16 and F-4. Big thanks to the USAF for sending over the F-4 Phantom II. One had better enjoy seeing those while they last, hopefully the USAF will keep one around for future demonstrations.

New to the show this year was the Red Bull Aviation Team of Kirby Chambliss, Chuck Aaron and the Red Bull Air Force Parachute Team portion of the show. For me, Chuck Aaron stole the show because I have never seen a helicopter do aerobatics and that was mighty impressive. The entire Red Bull act was very impressive to say the least. As the end of the day was drawing near, the headlining act was warming up for their triumphant return to Houston. . . If you have never seen the Canadian Forces Snowbirds before, you owe it to yourself to do so. The Snowbirds put on one of the most impressive aerial displays that you will ever see, period. The grace, elegance and talent that this team has is beyond words to describe here.

That covers the Wings Over Houston Airshow for this year, but it will be back in 2012 and will feature the return of the US Navy Blue Angels. They may be a drought in South Texas but there sure wasn't a drought of flying at Ellington field this year!



Timothy Pruitt



Andy Nixon



Andy Nixon

Sam Bulger





Andy Nixon



Sam Bulger



Andy Nixon



Andy Nixon



Andy Nixon

Fort Worth Alliance Airshow - Fort Worth, TX

Review by John Nyren

The 2011 Fort Worth Alliance Air show got off to a great start on Saturday, October 22nd. Sadly, day two was not to be, as overnight rains soaked the parking area to the point where officials had to cancel the Sunday show. This was despite the fact that weather had cleared out by morning resulting in another perfect fall day.

There were many ticket options ranging from general admission to VIP chalet, all available for purchase in advance or at the show (for those options not previously sold out).

ORBIS had their DC-10 flying eye hospital on hand and open to the public. This aircraft primarily travels to third-world countries to train local doctors in procedures that allow many people to regain eyesight – a remarkable charity indeed. Adjacent to the large white McDonnell Douglas trijet was an American Airlines Boeing 777-200 with the ‘Komen for the Cure’ pink ribbon as part of the livery – this to recognize October as Breast Cancer Awareness Month. American’s DC-3, ‘Flagship Detroit’ was on the opposite side of the tarmac, looking fantastic in the pre-dawn light.

There were multiple aircraft on the ramp which included a pair of V-22 Osprey tilt-rotor aircraft, modern military transports, fighters, and a B-52 Bomber, as well as several other civilian types.

Early birds were able to catch a view of a privately owned T-38 in Thunderbird colors and a C-47 Dakota in the air before the show opened. Shortly after that, Sean Tucker performed one of the first acts in his well-known red Pitts bi-plane.

Warbird enthusiasts came to the right place on Saturday. Thanks largely to the dedication of local businessman Jim Cava-

John Nyren



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Brandon Thetford



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John Nyren

naugh, many of these restored planes circuted the show-line with their large radial engines roaring away. A US Coast Guard Dolphin helicopter, stationed in New Orleans, marked the second rotorcraft performance of the day as they demonstrated a rescue-at-sea operation in front of the audience. Many acts would follow as 'Skytalker' Danny Clisham entertained the guests while Air Boss Ralph Royce kept things flowing smoothly in the traffic pattern.

Aerobatic performances were flown by airshow veterans Jan Collmer, Mike Goulian, the competing husband and wife team of Tony and Julia Wood; and Sean Tucker who flew again that afternoon. Kyle Franklin also showcased his 'Wing Tip Draggin' comedy act. Finally, Lt Colonel Case Cunningham, a Texas native, led the US Air Force Thunderbirds in a spectacular demonstration where they completed the full high-show routine before taxiing back to the cheers of thousands.

Those that were not able to make it to this year's Saturday show may want to check out the Cavanaugh Air Museum in nearby Addison, Texas where they can see some of these magnificently restored historical aircraft – and even go for a ride in one! American Airlines also has the C.R. Smith Museum located just south of the DFW Airport where another DC-3, the 'Flagship Knoxville' is displayed along with many other artifacts that commemorate the company's years of serving passengers.



John Nyren



John Nyren



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Andy Nixon



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Andy Nixon



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Amigo Airsho - El Paso, TX

Review and Photos by John Nyren



This year's Amigo Airsho in El Paso, Texas was a huge success. Clear blue skies and temperatures in the eighties brought capacity crowds out for both days of this event. Fort Bliss Army Base was very well organized with free parking and efficient transportation to the entrance gate provided by a large fleet of school busses. General admission tickets could be purchased in advance for twelve dollars or for twenty dollars at the show. Several chalet options were available as well.

The area just past the entrance gate had many activities, including some for children, and a stage where different bands performed throughout each day. Off to the left was the NASA Super Guppy turboprop cargo plane that stood out in the morning sun. Most of the static display aircraft were parked on the main taxiway, which paralleled the show-line runway.

Members of the German Luftwaffe were on hand to answer questions about their New Mexi-

co based Tornado fighter. Luftwaffe's North American flight school had instructors posted by their two single-engine trainers, happily fielding questions about the airline's pilot qualification program. Many helicopters were open for public review including several from the various agencies under the US Department of Homeland Security. One of the featured performances included two such rotorcraft, complete with a fast-rope demonstration where agents lowered themselves rapidly toward

the ground.

Matt Chapman and Rob Holland performed aerobatics together early in the show as their respective yellow and blue aircraft stood out sharply against the mountainous background. Other aerobatic acts included Tim Weber, Steve Lambrick in his 1941 Boeing Stearman, John Klatt with Team Max Adrenaline, and the radial-engine duo of K. Alan Russell and Bill Terrell.

Veteran announcer Larry Strain provided great commentary about the show while Air Boss George Cline seamlessly integrated the airspace requirements with nearby El Paso Airport's flight schedule.

The action overhead was nearly nonstop from the time the gates opened until the conclusion of the show. Some of the other acts included the US Army Golden Knights, Bob Carlton's jet-powered glider, Les Shockley's Super Shockwave Jet Truck, an A-10 demonstration, and of course, the Blue Angels. Sunday's show had the Blue Angel's lead solo in the two-seat number seven aircraft, which landed before the final maneuvers of the routine. Although their 'Delta Breakout' consisted of only five aircraft, it was spectacular as the formation approached from the mountainous background.

The 'after-the-show show' featured a US Navy band performing popular music while most concessions remained open during an orderly conclusion to the day's events.





Randolph AFB Airshow - Randolph AFB, TX

Review by John Nyren

Randolph Air Force Base, a National Historic Landmark, hosted an amazing airshow over the weekend of October 29th and 30th. The action-packed performances as well as the multitude of aircraft on static display attracted over 150,000 enthusiasts on each day of the event. The greater San Antonio, Texas weather of clear skies and temperatures in the low to mid eighties for both days also contributed to the recipe for a perfect experience.

Local authorities did a fantastic job of directing traffic for this free event. Gates opened promptly at 0900. The main entrance, located on the South Ramp, led the public to the largest of the static display aircraft first. Both of the open ends of the enormous C-5 Galaxy transport allowed for a walk-through leading to the B-1B bomber. Other 'heavies' included the C-17 Globemaster III transport, KC-135 Stratotanker, RC-135, B-52, and C-130 Hercules. The South Ramp was also filled with various modern fighter aircraft, a display of trainers, helicopters, and the Tuskegee Airmen P-51 Mustang. The CAF showcased the world's only flying B-29, "FIFI", along with other World War II bombers, namely the B-17, B-24, and B-25.

Passing through the show center area, one could visit any of



John Nyren



John Nyren

the large number of displays and activities available and of course, the traditional airshow food and beverage concessions that helped to make the day complete.

Approaching the West Ramp, visitors were treated to close-up views of several Vietnam era planes including the F-4 Phantom II and Douglas A-4 Skyhawk. "Glacier Girl", a P-38 recovered from burial beneath twenty-five stories of ice in Greenland, graced the ramp with her beautifully restored presence. A T-1A Jayhawk and T-6A Texan II, both modern-day trainers based at Randolph, were also available for public review.

The flying display started early with several RC model aircraft

performing acts that pushed the limits of aeronautical physics. One RC pilot was able to perform a vertical maneuver that included lowering the tail of his airplane to touch the runway in a 'hovering' regime of flight.

By 1000, veteran airshow announcer Larry Strain took over as MC for the opening ceremonies. A jumper from the US Air Force Academy Wings of Blue Parachute Team flew in a large American flag during the singing of the Star Spangled Banner, followed by twelve more parachutists with various other flags.

Randolph AFB orchestrated a spectacular fly-by consisting of three pairs of their training aircraft; the T-38, T-1A, and T-6A. A

Vic formation of five T-6 Texans roared by on several passes with their propeller tips whirring at nearly supersonic speeds. Fans were also treated to expertly maintained vintage PT-19 and PT-22 trainers conducting three or four circuits over the show line.

Pilot Kent Pietsch had the crowd fascinated by the antics he performed in his yellow 1942 Interstate Cadet, not the least of which was losing his right wing aileron over show center. He also sliced through a falling line of toilet paper and later in the show, dragged a wing tip on the pavement, and landed on the back of a pickup truck which travelled down the runway at a matching speed. A Vietnam era re-enactment was

John Nyren





another highlight featuring pyrotechnic effects, five vintage aircraft and two helicopters. Air Boss Ralph Royce did a great job in seamlessly conducting the flying program that included a variety of popular acts.

Closing each day was the US Navy Blue Angels, which really pumped the crowd up to even greater heights. On Sunday, it was my distinct privilege to ride along in 'Fat Albert', the Marine C-130T which opens the Blue Angels display. Major Edward Jorge was at the controls for this ten-minute high-performance flight. He truly thrilled the crowd with precision flying that concluded with an absolutely perfect touch down resulting in the ideal positioning of the Hercules before the crowd after completing a planned maximum stopping effort. Major Jorge will soon be starting his new assignment at Cherry Point, North Carolina. The Blue Angel's F-18s flew their entire routine without any interruption after a last-minute swap of the number four jet to the two-seat F-18B, number seven.

This event was nothing short of spectacular from start to finish and was a great way for the public to see what our men and women of the United States military do to serve the needs of our great country. Hats off to our troops as well as Brigadier General Theresa C. Carter, Colonel Robert S. Bridgford, Colonel Scott D. Peel, and Colonel Richard M. Murphy for bringing us this remarkable airshow.



John Nyren



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*Lone Star Red Star Formation Clinic
Lancaster, TX*
Photos by Andy Nixon





Cocoa Beach Airshow - Cocoa Beach, FL



Charlie Lai



Robert Harrigan



Robert Harrigan



Robert Harrigan



Charlie Lai



Charlie Lai



Charlie Lai



Robert Harrigan



Charlie Lai

Charlie Lai



Charlie Lai



Charlie Lai



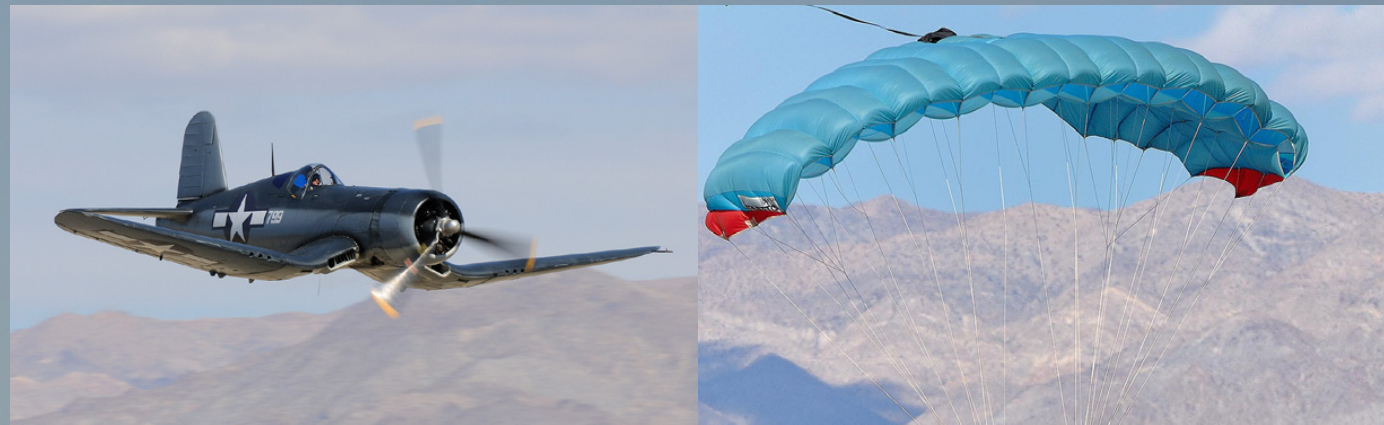
Charlie Lai



Jacqueline Cochran Airport Airshow Thermal, CA

Photos by Eric A Rosen







Melanie D Lee

Review by
Melanie and Kris Lee

Cold temperatures and cloudy weather couldn't keep the crowds away from the 2011 NAS Jacksonville Airshow. Held for the second straight year at the largest naval complex in the Southeast, the biennial event made an exception from the traditional beachfront location to recognize the centennial of naval aviation. Many performers returned from last year's show for encore performances, including Mike Goulian, Matt Chapman, Skip Stewart, Patty Wagstaff, Les Shockley's Super Shockwave Jet Truck, and the Blue Angels.

The centennial of naval aviation-themed portion of the airshow took to the sky with NAS Jax's hometown Squadron, VP-

30 "Pro's Nest," flying Lockheed P-3C Orion 161591 in a retro paint scheme. The "Strawberry 5" paint was based on the PBY-5A Catalina aircraft of VP-44 in the early 1940s which helped locate the Japanese Imperial Fleet shortly before the Battle of Midway in 1942. The Commemorative Air Force sent up their three very rare Mitsubishi A6M5 Zero, SB2C Helldiver, and SBD Dauntless aircraft on mock bomb runs of the field with N187GH - one of the very first carrier arrested landing capable T-28C Trojans. The Collings Foundation also flew a Legacy Flight with their Vought F4U-5NL Corsair accompanied by Dan Carr's A-4C Skyhawk. Other CoNA aircraft included static displays from Training Air Wings Four and Five. The Raytheon T-6B Texan II

166064, in a 1930s-1950s yellow pearl scheme, and Bell TH-57 Sea Ranger 162064 in the 1914 anchor scheme flew in from NAS Whiting Field. VT-31's T-44A Pegasus (King Air H90) 160984 hopped the Gulf from NAS Corpus Christi wearing a paint scheme based on the NC-4, the first aircraft in history to fly over the Atlantic Ocean.

Also of note on the ground were the CAG H-60 Seahawks of HSM-74 "Swamp Fox" and HSC-2 "Fleet Angels", Jax's own VR-58 "Sunseekers" Boeing C-40B, an 8-blade NP2000 turboprop equipped C-2A(R) Greyhound from VAW-120 "Greyhawks", an E-2C Hawkeye, an S-2 Tracker, and even an F8F-1 Bearcat sporting original 1946 Blue Angels Colors. Perhaps the most interesting item on the ramp was the Northrop



Melanie D Lee



Melanie D Lee
Melanie D Lee



Scott Shea
Melanie D Lee



Grumman MQ-8 Fire Scout. Completely autonomous, The Schweizer 330-based helicopter is designed to provide reconnaissance and precision targeting support for ground, air and sea forces. It was certified for service in 2009 after completing its flight testing at nearby Naval Station Mayport, and is currently deployed in several theaters around the world.

The US Air Force offered attendees two chances to see and hear the iconic F-4 Phantom II take to the skies for a Heritage Flight with A-10 East and the Horsemen P-51 Flight Demonstration Team. As mentioned by NAS Jax's new announcer Rob Reider, seeing the F-4 back in action is becoming a rarity, as with their final duty as aerial targets there may not be any left in the military by 2015, if not sooner. The Phantom East Demo Team had a one hour turn around time to relaunch for a rendezvous with the F-16 Viper East Coast Demo Team over Cocoa Beach's own airshow just 20 flight minutes to the south. They would return with another high speed pass to land before John Mohr performed barnstorming maneuvers in his stock Stearman biplane.

Attendees also got to see Fat Albert fly twice each day, serving as the transport for the U.S. Army Black Daggers Parachute Team in addition to its traditional performance. While a cold front blew through a low overcast of clouds that limited performances, it made for excellent conditions to show the robust versatility of



Melanie D Lee
Melanie D Lee



the Lockheed C-130T design. Of course, it just wouldn't be the NAS Jax Airshow without the Blue Angels. These expert naval aviators performed their high, low, and flat shows as weather permitted throughout the weekend to the delight of fans both young

and old at the team's birthplace. Next year will see a return to the beachfront format over Jacksonville Beach, with future shows at NAS Jax (including the upcoming base and Blue Angels anniversaries) to be held every other year.



Melanie D Lee



Melanie D Lee



Melanie D Lee



Scott Shea



Scott Shea

Warriors and Warbirds Airshow - Monroe, NC

Photos by Ricky Matthews



Aviation Nation - Nellis AFB, NV

Review by Matt Shinavar

Nellis marks the end of airshow season for west coast airshowgoers as well as the final show for the Thunderbirds; one last push to enjoy military aviation before the winter break. In addition to being the last hurrah for airshows, Nel-

lis is also home to many interesting things; an aggressor squadron, Red Flag, pilot support for UAV operations in the Middle East, the Thunderbirds, and many more equally impressive missions. This gives visitors an opportunity to see a lot of unique equipment. RC-135 Rivet Joint, present and accounted for. B-1 static and flying

demonstration, check. F-15 and F-16 aggressors, clean and on display. Then there was the off-limits ramp area full of F-22s, F-15s, and F-16s. Since more is better, there was also a group of classic aircraft; a MiG-17, F-86, and a QF-4.

According to the schedule for the airshow, there were only three hours of flying. Sadly, this was

true. However, the schedule was full of unique aircraft, all of which were once the height of existing technology. While the T-33, F-86, and MiG-17 don't compare performance-wise to modern day fighters, they were all hot stuff in their time. As the clock pushed closer to closing time, the era of flight demonstration shifted through

WWII, Korea, Vietnam, and into the Iraq wars.

For the frequent airshow-goer, the pinnacle of the airshow was the aggressor demo. Two F-16 aggressors launched, followed by two each of US-marked F-15s, F-16s, and A-10s. The aggressors simulated an attack on the launching coalition aircraft, which



of course meant the F-15s had to drop flares as they climbed away from the airfield. Flares, at an American airshow! That just saved me an expensive flight to Switzerland. Over the speakers the crowd heard a narration of dogfighting followed by the coalition aircraft performing simulated strafing and bombing runs on the airfield with pyrotechnics. While seeing aggressors is rare, and seeing an Air Force attack demo is rarer, seeing flares dropped at an American airshow is even more special.

For the majority of those in attendance, the Thunderbirds made the airshow. Their precision flight demonstration is nearly unrivaled. Even the precision of

the pre-flight routine is just as impressive as the flight demonstration. Every move and every hand signal is perfect and coordinated. The flying is, of course, top notch. This being their last show this season, in front of the home crowd,

the pride in performing was just that much more. Nellis this year aimed to wow people and keep them going through the winter lull. This year, the show definitely did not disappoint.



Michael Misorski



Hank Plumley



Sean Sydnor



Sean Sydnor



Matt Shinavar



Hank Plumley



Matt Shinavar



Michael Misorski
Matt Shinavar



Michael Misorski



Michael Misorski



Joseph D Ahmad
Hank Plumley



Michael Misorski



Joseph D Ahmad

Matt Shinavar



Matt Shinavar



Matt Shinavar



Sean Sydnor



Matt Shinavar

Matt Shinavar





Thanks for Reading!