

AirshowStuff

Magazine



Inside:

**CGAS Elizabeth City
787 Delivery
RNLAf Open Days
Tragedy at Reno
Photo Contest
Reports From the Field
and more!**

October 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

An AH-64 Apache pops flares as it pulls inverted during its demo at the RNLAf Open Days at Leeuwarden AFB in the Netherlands. Photo by Pieter Stroobach. For more, see page 46.

- 6** Vintage Wings:
Our Lady of the Douglases
- 10** CGAS Elizabeth City
- 18** Dream Come True
Boeing Delivers the First 787
- 24** Centennial of Naval Aviation Section
 - 26** Naval Aviation History: Late Vietnam
 - 32** Special Paint Scheme Profiles
- 44** Photo Contest
- 46** RNLAf Open Days 2011
Leeuwarden AFB, Netherlands
- 58** The Pursuit of a Dream
Triumph Turns To Tragedy at Reno
- 66** Reports From The Field

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





Thanks to those who contributed to this issue!

See yourself here!

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

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*If you can dress yourself,
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*Check out the AirshowStuff Store
for some awesome apparel!*

The advertisement features a blue and orange splatter background with a world map. On the right, two t-shirts are displayed: a dark blue one with a white airplane graphic and the text '1-10 Wartho', and a white one with the word 'HARRIER' in bold black letters. The text is in a stylized, blue, italicized font.



Article by Alan Radecki

A curious group of men, women and children line up along a rope at Santa Monica's Clover Field, staring at the future, in all its gleaming aluminum glory. Airfield security wasn't like it is today, and the general public seems to have been able to easily wander onto the airfield. A plane like this had never been seen before, hence the attraction to the passers-by, and thus the family of Douglas "DC" airliners is born on this warm first of July, 1933. Watching the ground crew prepare the plane, they are not just seeing a silver bird about to go fly for the first time, but they're witnessing the start of a new era, thanks to a dead football coach and the visions of an airline executive and an aircraft designer.

In a way, it could be said that modern commercial aviation started with the death of famed Notre Dame football coach Knute Rockne. President Herbert Hoover called his loss a "national tragedy." Rockne and his seven fellow passengers on board Fokker F.10 Trimotor NC999E, operating as TWA Flight 599 on March 31, 1931, died when the plane's wing structure failed in flight and it crashed near Bazaar, Kansas.

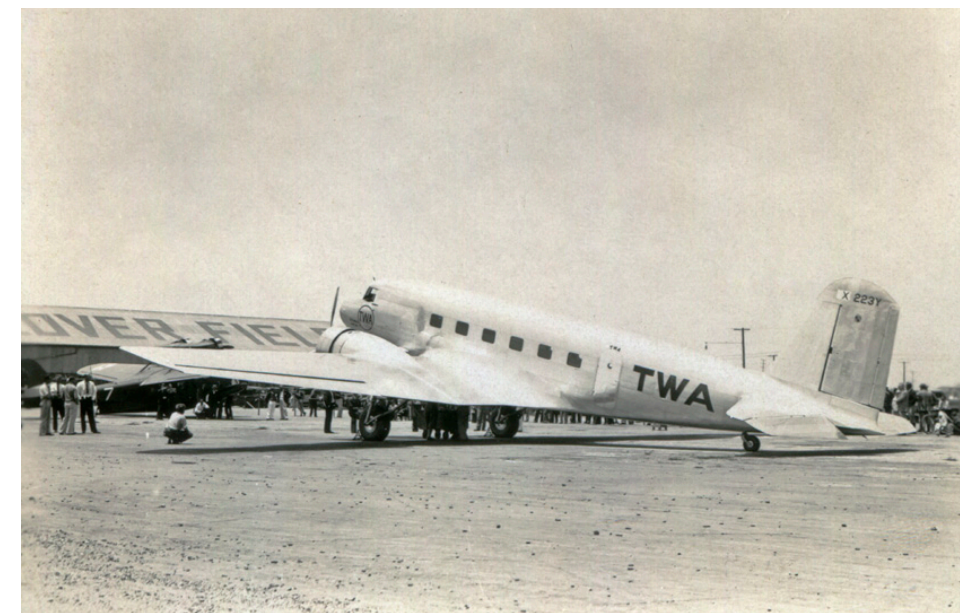
An investigation subsequently found that moisture penetrated the wooden wing structure, weakening the glue that held it together, leading to flutter and structural failure. The presence of Knute on board led to widespread

public interest in the crash, and ultimately this led to some major changes to the industry. The Department of Commerce's Aeronautics Branch was forced to stop keeping the results of accident investigations secret, operations changed at TWA, and most importantly, severe restrictions were placed on airliners that had wooden structure. It was the end of the Fokker F.10.

Suddenly, airlines were clamoring for all-metal aircraft. Boeing had launched their new, modern Model 247, but all orders were taken up by United Airlines, which, at the time, was owned by Boeing. TWA and the other airlines were

plane that was all-metal, could accommodate twelve passengers, and fly 1,080 miles at 150 miles per hour. It would be powered by three 500-hp class engines, and had to be able to safely operate from TWA's highest-altitude airport, Albuquerque, with one of the engine inoperative.

Donald Douglas was up to the challenge, and believed that he could do everything that Frye asked for, but with a twin-engined aircraft, albeit with 700-hp motors. Jack Frye was pleased, and ordered a prototype, promising to order up to 60 production aircraft if the new plane really lived up to expectations. Thus the DC-1 was



frozen out. Jack Frye and the other directors at TWA decided that the only way to move forward was to push for the development of a competing airliner, and thus drew up a set of specs that were sent out to Consolidated, Curtiss, Martin, General Aviation and Douglas. Frye and Company wanted a

born. And, as a bonus, the Douglas design differed from the Boeing one in that the wing spar carry through didn't take up space in the cabin, resulting in stand-up cabin height the full length of the center aisle.

So we arrive back at the scene captured in these three vintage,

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.



of the DC-1 was phenomenal. On September 4, 1933, the final test to meet TWA's demanding specifications was held: X223Y was flown from Winslow, Arizona to Albuquerque on a single engine. Jack Frye was pleased, and placed an initial order for 25 of the follow-on production version, designated the DC-2 (which meant that this would be the only DC-1 produced).

The DC-1 was delivered to TWA in December, 1933, and went into commercial service. It wore the nose number "300" and became known within the carrier as "Old 300", and soon this pioneer more history. The national airmail system was being nationalized (it had been based on contracts with private carriers since 1925 – see the Sept. 23 Vintage Air blog post), and on February 18, 1934, two hours before the official end of all air mail contracts, Jack Frye and Eddie Rickenbacker delivered the last commercially-carried sacks of airmail on a flight from Burbank to Newark onboard NC223Y. In doing so, they set a transcontinental speed record for transport-class aircraft of 13 hours and 4 minutes. Just a bit more than a year later, on April 30, 1935, Old 300 set another record, of 11 hours, 5 minutes for a flight from Los Angeles to New York.

The records caught the attention of one of the major shareholders in TWA, Howard Hughes, who bought the DC-1 from the airline, with the intention of setting an even more ambitious

speed record, a round-the-world one. He had the aircraft modified with extra fuel tanks and larger 875hp Wright Cyclone engines in preparation for the trip. But it was not to be. The maverick millionaire changed his mind, and instead decided to use a Lockheed Super Constellation. Old 300 was used a few times by Hughes as a corporate plane, but mostly sat unused at Burbank until it was sold in May, 1938.

The buyer was the English Viscount Forbes, Earl of Granard, who intended to set a transatlantic speed record with it. Again, however, plans fell through. He did take the plane to England, and flew it to the Continent a few times, but didn't really have a lot of use for the plane.

Some mystery surrounds what happened next, as the venerable DC-1 got involved in the Spanish Civil War. The Earl sold the plane to the French SFTA (the Société Française des Transports Aériens), but a month later, it was in the Spanish Republic wearing the titles of the Spanish carrier LAPE, with camo paint covering her once shiny skin. The plane was operated on the Paris-Toulouse-Barcelona route until March 1939 and the fall of Barcelona to Franco. The DC-1 was even used to carry Republican government officials into exile in France.

After the war ended in April, 1939, the DC-1 was turned over to the new government, and was placed into commercial service with Iberia Airlines, flying the Seville-Malaga-Tetuan route.

One day in December, 1940, the pilot had just rotated and started climbing away from Malaga's runway, when one of the engines quit, hauntingly reminiscent of what happened on Old 300's first flight. But this time, the old girl's luck had run out. While the plane was capable of climbing away on one engine, the crew (who had already retracted the gear) allowed the plane to settle back onto the runway with a loud, grinding result. No one was hurt, but the plane was far beyond repair.

At this point, legend takes over the story, because there is no confirmation of the rest of this story, although it is oft-repeated by aviation historians. While the DC-1 was indeed beyond repair, locals claim that part of her aluminum structure was salvaged to construct an andas, a ceremonial throne which is used to carry a statue of the Madonna from Our Lady of Hope in Malaga during the annual Holy Week festivals. Because of the religious aspects of the Spanish Civil War, many churches had been damaged and vandalized, with the one in Malaga suffering the loss to the flames of war of their former wooden andas. As several Douglas historians have pointed out, the Madonna, in Spanish, is known as the "Queen of the Skies."

But on that Santa Monica summer day in 1933, all this was still a long ways off, and all that the curious crowd cared about was that this wonderful, shiny new plane meant that the future was now.

unpublished images. Though undated, research shows that they were likely taken as the curious Santa Monica crowds watched the ground crew prepare Douglas DC-1 X223Y for its first flight that

July 1. The flight didn't end up going well. Carburetor floats that had been installed backwards in both of the Wright R-1820 engines caused the plane to lose power whenever the pilots pitched the

nose up. Pilot Carl Cover was barely able to recover, and ended up landing on the fairway of a local golf course.

But once the problem was identified and fixed, performance

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CGAS ELIZABETH CITY

Article and Photos
by Andy Backowski



At the start of World War II in 1938, the United States Coast Guard saw the need to create a strategic seaplane base on the coast of North Carolina. This new seaplane base had four officers and 52 enlisted personnel who oversaw three Hall PH-2 seaplanes and three Grumman J2F amphibious aircraft when it was established in 1938. What was soon to be known as "The Graveyard of the Atlantic" would prove Elizabeth City to be a valuable re-

source to both the US Navy and the public during the upcoming war. During World War II it was under US Navy control, and units used the base to conduct Search and Rescue (SAR), anti-submarine, and training missions. Since then, the Air Station's missions and assigned aircraft have shifted and grown with changing national priorities and technologies.

In 1966, Air Station Elizabeth City expanded after absorbing the Coast Guard Air Stations at Kindley

AFB, Bermuda and NAS Argentia, Newfoundland. The base is now officially known as Support Center Elizabeth City, and houses several large commands. The Aviation Technical Training Center (ATTC) is a headquarter-level command that gives Coast Guardsmen entry-level training through what are known as "A" and "C" schools for all aviation ratings. The Aviation Logistic Center (ALC) provides phased depot level maintenance for all Coast Guard airframes that





are currently in service.

The most well-known command at the Support Center is CGAS Elizabeth City, which maintains a fleet of MH-60T Jayhawk helicopters as well as HC-130J and HC-130H Hercules aircraft. The MH-60T is an upgraded version of the earlier HH-60J and features a glass cockpit, upgraded navigational capabilities and the ability to direct and deploy warning or disabling fire. It has proven itself as a SAR and law enforcement asset to the USCG. Usually operated with a crew of four, the Jayhawk can stay on station for hours at a time. Elizabeth City is the busiest Coast Guard Air Station; the units there routinely operate missions

as far away as Greenland and the Caribbean.

Recently the Mid-Atlantic Region was struck by Hurricane Irene. CGAS Elizabeth City began the preparations early on for the upcoming storm. Days before the Hurricane would make landfall just south of Cape Hatteras, NC, the fleet of C-130s made flights over the Atlantic warning merchant ships of the approaching danger. Most of the ships in the shipping lanes off of the East Coast were too far for radio communications from shore, so the C-130s broadcasted a warning message for the boaters while flying overhead. Both the Hercules and Jayhawks flew missions photo-

graphing the North Carolina and Virginia coastline to compare with post storm photos. Beach erosion is usually pretty significant during these major storms.

As the storm approached, the Air Station's aircraft were flown to two different inland airports, Raleigh International Airport and Charlotte Douglas International Airport. The ready crew stood watch during the storm from Raleigh ready to respond to any known emergencies that arose while the storm pounded the coast. Fortunately, there were no calls for service while the storm made landfall.

The Coast Guard possesses a unique capability; the ability to refuel its helicopters on the ground from a C-130. This gives the Coast Guard the freedom to "drag" their helicopters where ever the C-130s go. This technique was used during the deployment this year. In the first days after the landfall of Irene, units from Elizabeth City spent much of their time doing over flights of the affected area. Thanks to the photos they took before landfall, the Coast Guard was able to compare how badly the coast of VA and NC were hit. Many dignitaries were also flown over the area, including staff from the 5th District Headquarters located in Portsmouth VA.

The often underappreciated Coast Guard maintains an unmatched state of preparedness and is ready to respond to calls for help at the blink of an eye. They save lives and protect our borders every day. Semper Paratus.





A Dream Come True

Boeing Delivers the First 787

DREAMLINER

*Article and Photos
by Anthony Richards*

After the gears shifted from their Sonic Cruiser concept to the then 7E7 in an answer to the airline industry's call for a more fuel-efficient aircraft, Boeing has faced enormous problems and delays in the production and delivery of the next generation mid-sized airliner, the 787 Dreamliner. Yet, Monday, September 26th marked the largest milestone in the program's history as the first 787 was delivered to the launch customer All Nippon Airways (ANA) and flown to Tokyo, Japan to begin preparation for commercial service within the country.

A press conference and pre-delivery event was held at Boeing's factory on Sunday the 25th

where the media were briefed on the latest on the 787 and given the chance to ask those involved with the Dreamliner and ANA in a series of panel discussions. Afterwards, tours of the 787 assembly line inside the factory and of JA802, the 24th 787 built and the delivery aircraft, were given and followed by a dinner and tour of the Dreamliner Gallery, Boeing's real-life catalog of 787 furnishings.

One of the key components to the 787's revolutionary design is the interior. Tinting windows can either be controlled by the passenger or a flight attendant with the simple push of a button. The tint allows for flyers to sleep

comfortably without letting a lot of light into the cabin. Flight attendants can control individual, sections, or all windows remotely with a computer. The tinting takes 90 seconds to transition from clear to dark and close to 2 minutes to return. The windows are also the largest installed, 65% larger than those on an average airliner.

Complimenting passenger comfort further is a new humidity system that controls the cabin pressure to remain around a relative altitude of 6,000 ft. (though the cruising altitude of the 787 is roughly 40,000 ft.) which will alleviate most passenger discomforts like headaches and nausea





from pressure. In experiments done by Boeing, tests showed that flying with a cabin pressure above 6,000 feet would result in a spike of discomfort levels while when flying with the pressure set at or below 6,000 feet the discomforts were eliminated.

To combat jet lag and to better adjust the passenger to a different time-zone upon arrival, overhead LED lighting in an RGB configuration up and down the passenger cabin allows for a full range of colors to be displayed either singularly or all at once (though it has yet to catch on). For overnight flights, the crew can set the lights to simulate a transition from twilight to night to include the brilliant orange and purple sunset. But the lights aren't just to help improve the atmosphere of the aircraft; they also save on maintenance time, last longer, and save power compared to today's airline standard.

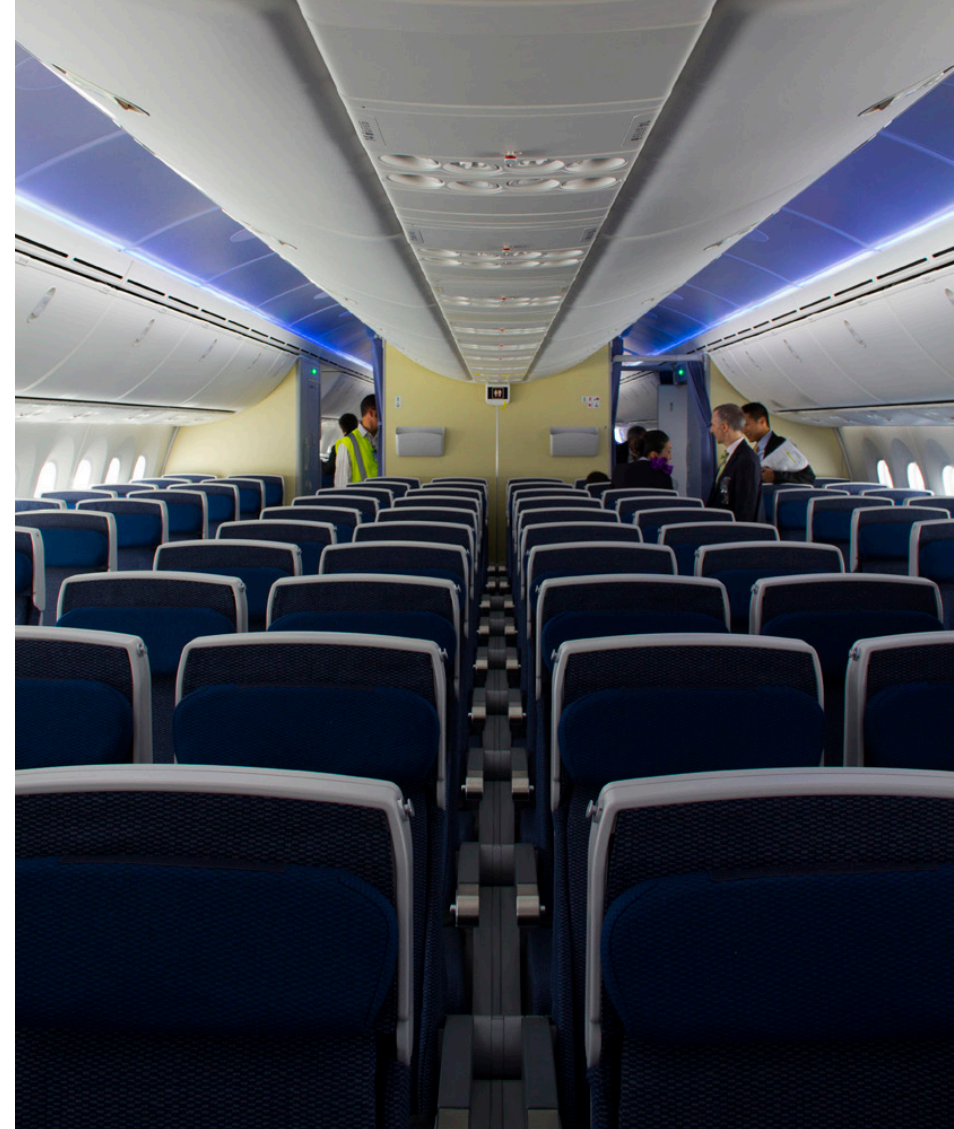
New in-flight entertainment will give passengers the ability to plug their mobile devices into the system from the comfort of their seat and take advantage of the installed games, movies, and music onboard. Though there is internet connection, it isn't going to be wireless, instead provided by fiber optic and ethernet wires. Boeing will be working on that addition for the 787-10s, but ultimately it is up to the carrier to decide whether it will be installed or not.

The 787 is pioneering the emphasis of passenger comfort in the design of the next-generation

airliner. Airlines are taking notice, too, as more and more file orders for the Dreamliner. To date, 821 orders have been placed for both the 787-8 and -9 airframes, and more are siding with the new Sky Interior. It is expected that with all of these new passenger amenities and travel comfort that future customers will choose their flight by aircraft, rather than price. The greatest part of the new design was best put by Blake Emery, Director of Differentiation Strategy for Boeing, when referring to the comfort passengers will have from departure to arrival saying "You will leave [the aircraft] feeling better, but you won't know why."

The 787 is also paving the way for composite airliners of the future. Made of 50% plastic composites, 20% aluminum, 15% titanium, 10% steel, and 5% other materials, the Dreamliner is making unprecedented use of stronger and lightweight composite materials to aid its efficiency further.

The construction of this aircraft is just as phenomenal. Multiple components are built around the world (wings made in Japan, fuselage sections in Italy, landing gear in France, etc) and all flown aboard the 747-LCF Dreamlifter, specifically designed and manufactured for transporting 787 components, to the final assembly line in Everett, WA. In fact, the manufacturing of a one-piece fuselage section eliminated 1,500 sheets of aluminum and 40,000-50,000 fasteners as well as reduc-



Royce will be powering the 787s with their new Trent 1000 powerplants. As the quietest engine in production by Rolls-Royce, the Trent 1000 compliments the new 787 design by improving weight, fuel efficiency, and environmental impact. Producing up to 74,000 lbs of thrust, 800 hp is produced by each of the hollow titanium 20 fan blades that travel over 900 mph at the tip. This engine is the highest tech powerplant in the world. One of the most interesting features is the inclusion of a data collection and transmission component that allows both the pilots and Rolls-Royce to monitor all of the critical parts of the engine and performance in real-time, even while in flight, 24/7. The power that these engines produce gives them the ability to both power the aircraft and the cabin air systems and other electrical systems onboard simultaneously.

However, there is some less positive aspects of the 787 program. One of them is the deficit it has created for Boeing. A Seattle Times article has put Boeing's current investment somewhere near the \$32 billion mark. With over three years of delays, largely from outsourcing to manufacturers that weren't up to the task, and eventually buying them out to fix the reliability issues, the additional funds put into the Dreamliner program have left Boeing deep into the red. The company likely won't see profitability until later into the 2020s, assuming production can be picked up, planes are



delivered, and orders are kept. ANA has also invested a great deal into the 787. Their aspirations to become the new top carrier in Asia rest on the fleet of Dreamliners they've purchased from Boeing. Though some problems have been reported to still be in need of working out, the 787 is on its way to prove itself beyond the 5,049 hours accumulated in flight testing between nine aircraft.

Boeing has run a huge risk with this airliner that was meant to change the industry, and should the Dreamliner hold up to its promises of better efficiency and passenger comforts it certainly will set the new standard

for future airliners to meet. The company has been through enormous change and put in a massive effort to make this aircraft work. With the delivery of ANA's first Dreamliner, set to start regular service November 1st of this year, the Dreamliner is about to make its debut on the commercial market. Careful attention will be paid to JA802 as it enters service and carries the first generation of 787 passengers through the air on it's beautiful flexing wings, held aloft by the hopes of hundreds of thousands waiting for it to prove itself as either the game-changer it has been made to be or the largest opportunity lost in the industry.



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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

October 17-23	El Paso Navy Week and Amigo Airshow - El Paso, TX
November 5-6	Birthplace of the Blue Angels Airshow - NAS Jacksonville, FL
November 11-12	Blue Angels Homecoming Airshow - NAS Pensacola, FL

Naval Aviation History:

Late Vietnam

Article by Chad Grosvenor
Photos Courtesy US Navy



The Catapult Officer signals "launch" and an A-4 Skyhawk starts down the flight deck of the USS Coral Sea during operations in the South China Sea, 24 March 1965.

Last issue, we covered from the end of the Korean War up until about the halfway point for the Vietnam War. In this issue we'll look at naval aviation in the remainder of the Vietnam conflict.

Even the midst of the war, records were still being set in naval aviation. On March 6th, Cmdr. James Williford flew his Sikorsky SH-3A from the USS Hornet in North Island, CA to the USS Franklin D. Roosevelt which was just off the coast of Mayport, FL. The flight lasted 15 hours and 51 minutes and exceeded the current record at the time by over 700 miles. Twenty days later, air units

from the Seventh Fleet started to participate in Operation Rolling Thunder by executing airstrikes on island and coastal radar stations around Vinh Son. The next month, Seventh Fleet aviators entered the fight in South Vietnam with an airstrike on Viet Cong locations around the Black Virgin Mountain. It went so well that the Seventh Fleet was given all of the upcoming missions in the country. This went on from May 20, 1965 to August 4, 1966, when land-based air power was adequately established to carry out a large amount of the airstrikes in that region.

On June 17th, Cmdr. Louis Page and Lt. Jack Batson intercepted four MiG-17s and shot down one a piece in their F-4B Phantoms. This marked the first two US victories over MiGs in Vietnam. The USS Enterprise which carried the biggest air wing (CVW-9) got in on the battle off of Vietnam with strikes on Viet Cong facilities around Bien Hoa on December 2nd.

The USS Intrepid linked up with the Seventh Fleet carriers off the coast of Vietnam to support war operations on May 15, 1966. CVW-10, the air wing assigned to the Intrepid, flew 97 combat sor-

ties on Viet Cong troop positions and storage areas near Saigon just on the first day. On June 16th, Skyhawks and Crusaders from the USS Hancock attacked petroleum facilities about 24 miles to the west of Thanh Hoa. This was the first time since 1964 that carrier aircraft executed an airstrike on fuel storage facilities and it marked the start of what became a methodical attempt to wipe out the entire storage system in North Vietnam. A trio of North Vietnam torpedo boats attacked the USS Coontz and Rogers on July 1st while carrying out search and rescue missions around 40 miles off

the coast. Planes from the USS Constellation and Hancock made quick work of the aggressors, sinking all three. Following the skirmish, the Coontz pulled 19 survivors out of the water.

Aerial mining was first used in Vietnam on February 26, 1967, when seven A-6A Intruders from the VA-35 Black Panthers deposited minefields at the confluence of the Song Ca and Song Giang rivers. It was meant to stop coastal barges from transporting materials into the areas. Two months later, Seventh Fleet aircraft executed their first airstrikes on MiG bases in North Vietnam when they at-

tacked Kep Airfield 37 miles to the northeast of Hanoi. The primary attack was carried out by A-6s and A-4s from the USS Kitty Hawk with a follow up attack by more A-6s on the same night.

On July 29, 1967, an inferno broke out on the USS Forrestal's flight deck as aircraft were being prepped for launch. The blaze swallowed the fantail and spread below the decks, detonating some of the bombs and ammo. A valiant effort finally brought the fires under control; however when all was said and done, ship and aircraft damage was severe and the final tally was 132 dead, two miss-



Marine UH-34 Helicopters lift off from USS Princeton (LPH-5) to land troops in the Republic of Vietnam during Operation "Jackstay", 26 March 1966.

ing and presumed dead, and 62 wounded. Less than a month later, the Aircraft Carrier Safety Review Panel had its first meeting to review the causes of carrier fires and to reduce their occurrences and damage, as well as improving the firefighting equipment and methods used.

President Lyndon B. Johnson proclaimed on March 31, 1968 that, as a sign of American motivation to allow the start of peace talks with the North Vietnamese, airstrikes north of the 20th paral-

lel would be stopped on the next day.

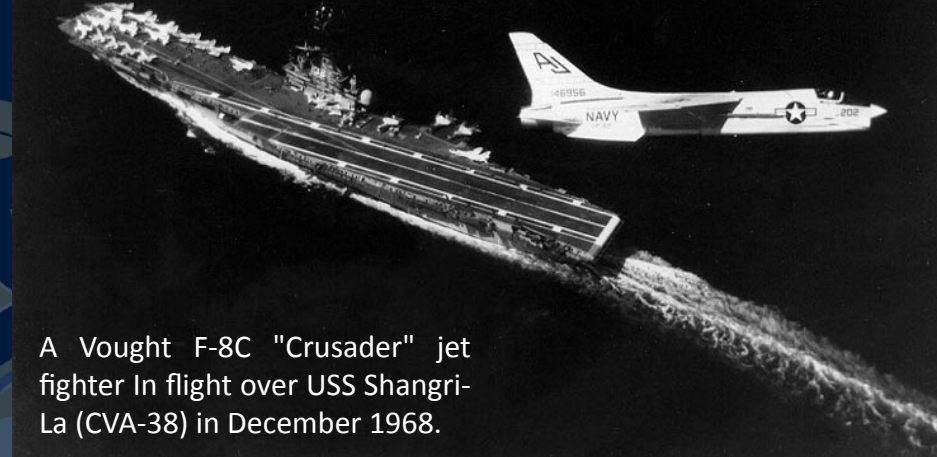
The USS Nimitz's keel was laid on June 22nd in Newport News, Virginia. Nearly seven years later, on May 3, 1975, it was commissioned and still remains in active service. On July 1, 1968, the Naval Air Reserve was split into wings and squadrons to assure a quicker and more efficient transition to combat status in the event of mobilization. In reply to orders from President Johnson, all North Vietnam bombing stopped at 2100

in Saigon. An MK-32 Zuni rocket on the USS Enterprise was detonated on January 14, 1969 after exhaust from an aircraft starting unit caused it to become overheated, starting yet another carrier inferno. Twenty seven people lost their lives that day along with 344 wounded and 15 aircraft that would never fly again. The ship was repaired by early March. On February 3rd, the Naval Air Systems Command awarded Grumman a contract to develop the F-14A and make six experimental

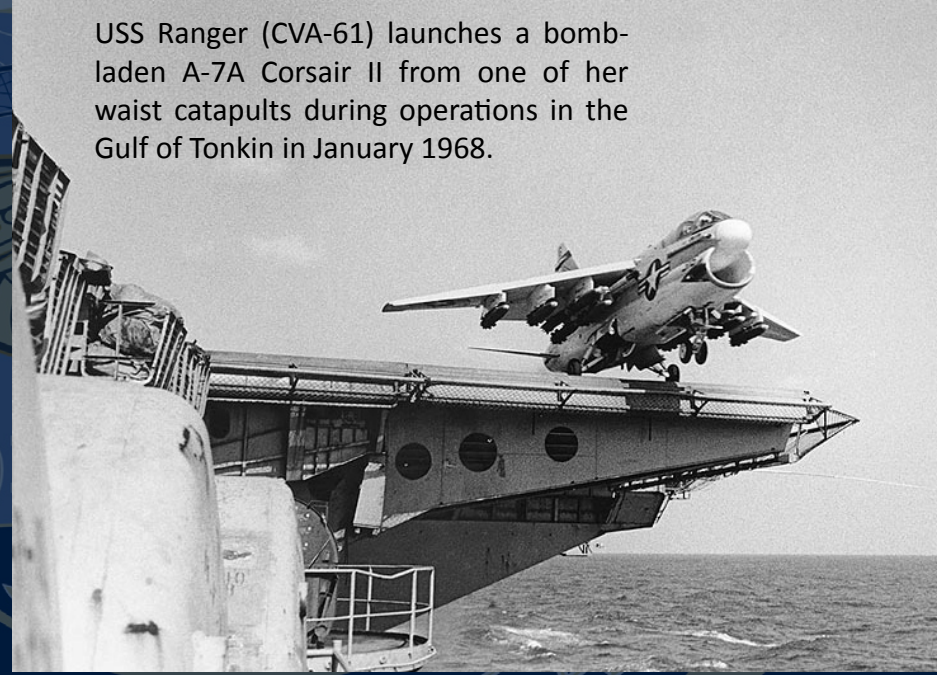
planes. It was planned to be a high performance replacement for the Phantom II and to carry the Phoenix missile.

On April 14th, an unarmed EC-121 was shot down by aircraft from North Korea while on a regular recon patrol sortie over the Sea of Japan. The whole crew of 31 was lost in the accident and future flights of that nature over international waters were protected by Task Force 71. A big advance in preventing carrier fires happened on May 26th when the USS Franklin D. Roosevelt finished undergoing an 11-month renovation where a spray system on the edge of the flight deck was installed. The system used a new firefighting chemical that was compatible with seawater. The very first Vought A-7E Corsair II to be given to an operational squadron was delivered on July 14th to VA-122 which was the West Coast training squadron for the Corsair II. It featured several new qualities such as a heads up display and a projected map display. On August 1st, Lockheed was awarded a contract to develop the S-3A which was meant to be a carrier based antisubmarine warfare aircraft intended for all weather use and outfitted with the most up to date detection and data processing equipment.

A MiG-21 was shot down by an F-4 from VF-142 on March 28, 1970, marking the first time a North Vietnamese MiG was downed since the bombing was stopped. The Phantom II was accompanying a defenseless re-



A Vought F-8C "Crusader" jet fighter in flight over USS Shangri-La (CVA-38) in December 1968.



USS Ranger (CVA-61) launches a bomb-laden A-7A Corsair II from one of her waist catapults during operations in the Gulf of Tonkin in January 1968.



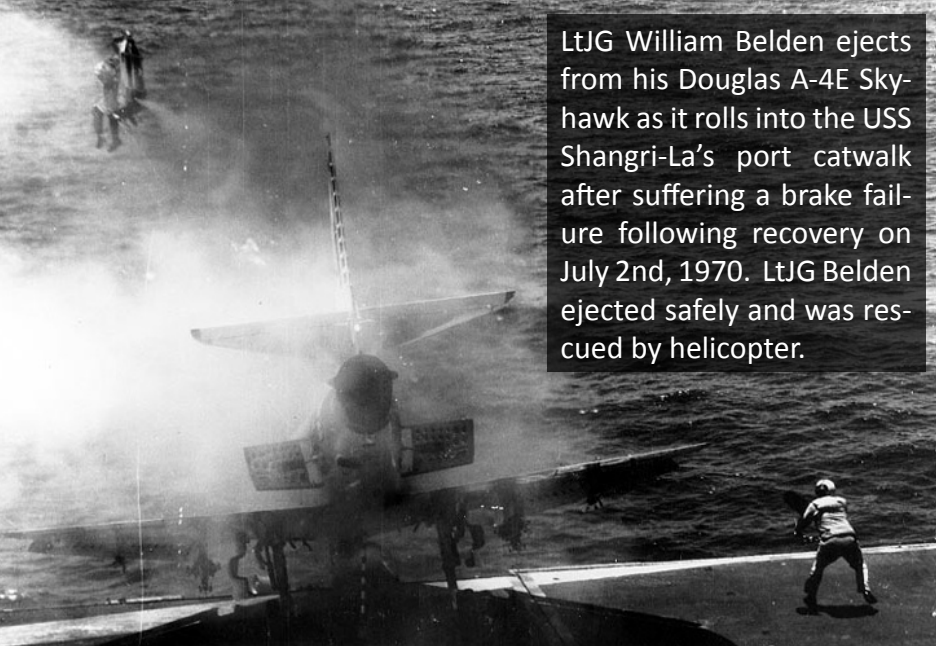
Crew members fight a series of fires and explosions on the USS Forrestal's flight deck in the Gulf of Tonkin on 29 July 1967. The conflagration took place as heavily-armed and fueled aircraft were being prepared for combat missions over North Vietnam.

con aircraft around Thanh Hoa, North Vietnam. On November 21st and 22nd planes from the United States executed defensive response airstrikes on North Vietnamese missile and anti-aircraft sites to the south of the 19th parallel. Aircraft in the attack were from the USS Hancock, Ranger, and Oriskany.

The first flight of the F-14A

Tomcat occurred on December 21st at Grumman's plant on Long Island, New York. On January 6, 1971, the first AV-8 Harrier was accepted by Marine Corps MajGen. Homer Hill. It was the first vertical takeoff and landing (VTOL) aircraft to be accepted and utilized in combat by the United States and is still used today by the Marines. Later that month,

A North American RA-5C Vigilante reconnaissance aircraft lands on board USS Saratoga (CVA-60) circa 1969.



LtJG William Belden ejects from his Douglas A-4E Skyhawk as it rolls into the USS Shangri-La's port catwalk after suffering a brake failure following recovery on July 2nd, 1970. LtJG Belden ejected safely and was rescued by helicopter.

South Vietnam attack sorties increased to 733 then went back down. While March saw only 113 total missions, the second week of April averaged 191 PER DAY as the war intensified. By the end of April, 5,370 combined Navy and Marine Corps sorties were flown in South Vietnam and 1,250 were flown in North Vietnam. May 6th was the second most eventful air to air combat day of the Vietnam War; naval aviators shot down a pair of MiG-17s and a pair of MiG-21s. The most intense day of dog fighting came only four days later when a total of eight MiGs were downed on what was the first day of Operation Linebacker I.

On May 18th, the aerial war in 'Nam was changed when the Uong Bi electric power plant near Haiphong was hit. This was the start of airstrikes on a group of targets that were previously left alone consisting of power plants, shipyards and cement factories. In May, nearly 9,000 total attack sorties were flown by the Navy and Marines in North and South Vietnam. The numbers decreased in June with only 2,021 missions in South Vietnam and 3,844 in North Vietnam. At the end of August almost 5,000 sorties were flown against North Vietnam. The next month, that number decreased to 3,934 with a little over 1,700 missions flown in South Vietnam.

October 8th marked the first Tomcat delivery when VF-124 received their first F-14. VF-124 was chosen to be the F-14 training squadron for all Tomcat squadrons of the Pacific and Atlantic

Fleet.

All aerial missions into North Vietnam above the 20th parallel came to a stop ending Linebacker I on October 23rd. This was intended to aid in the progression of peace talks back in Paris. Between May and October, a sum of 23,652 sorties were flown by the Navy which aided in halting supplies from entering North Vietnam, thus restricting the operating abilities of their invading army.

Operation Linebacker II began on December 18th because discussions in Paris weren't getting anywhere. The operation only lasted eleven days before the North Vietnamese decided they wanted to come back to negotiations. Linebacker II was practically identical to Linebacker I, but on a more intense scale. Bombing north of the 20th parallel resumed and around 500 missions were flown with bad weather limiting the number of airstrikes.

The last adversary "kill" of the Vietnam War came on January 12, 1973 when the 57th MiG was downed by the Navy and Marines. About two weeks later all combat missions into North and South Vietnam were stopped. From the start of the Navy and Marines' involvement with Vietnam to that date, nearly 1,000 total aircraft were lost including helicopters. The United States' focus then switched to bordering countries such as Laos and Cambodia where airstrikes continued. On August 15th, after more than six months of intense aerial warfare, partici-

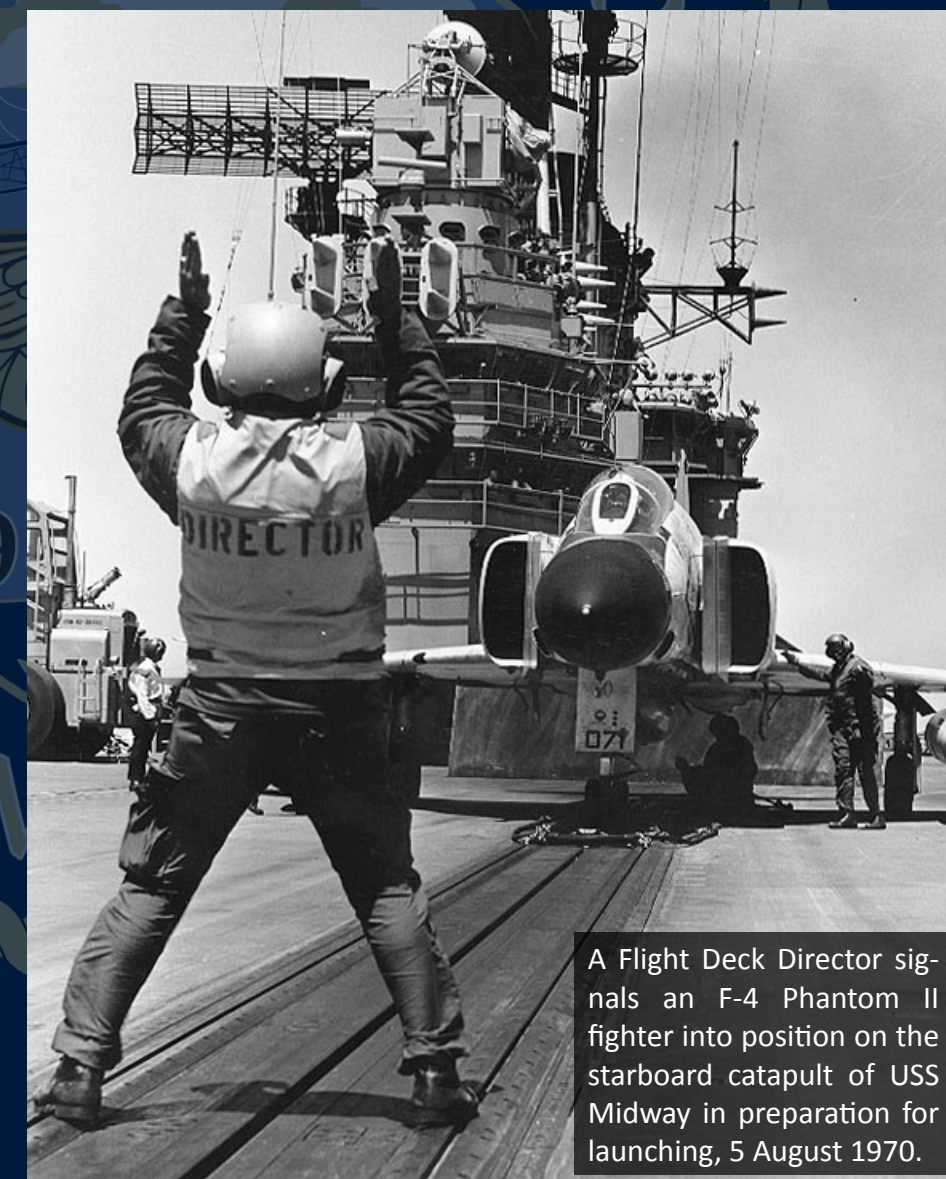
pation in Cambodia ended.

The F-14 Tomcat made its first landings and takeoffs from the USS Enterprise on March 18, 1974 and the first deployment of the Tomcat came only six months later. In the first three months of 1975, the AIM-54 Phoenix missile, F-14 Tomcat, and S-3A Viking were approved for service.

On April 29th, Navy and Marine helicopters participated in Operation Frequent Wind, an effort to evacuate 900 Americans

from South Vietnam's capital which was under heavy attack from invading forces from North Vietnam. Cover was provided by carrier aircraft while choppers landed on rooftops and at Tan Son Nhut Air Base to evacuate the American citizens. All but a handful were evacuated. The very next day the Vietnam War was officially over after 19 years and 180 days of fighting.

Check back next issue for coverage through to the present day!



A Flight Deck Director signals an F-4 Phantom II fighter into position on the starboard catapult of USS Midway in preparation for launching, 5 August 1970.

Special Paint Scheme Profiles

Profiles by Chad Grosvenor and Courtesy US Navy

Ryan Sundheimer



Antonio More'



Ryan Sundheimer



Antonio More'



Aircraft: T-34C Mentor (BuNo 164172)
 Unit: Training Wing 5, VT-6 "Shooters"
 Stationed: NAS Whiting Field, Florida
 Aircraft Mission: Primary and intermediate pilot training
 Period: Circa 1938
 Significance: Represents standard paint scheme for Marine Corps aircraft during the period.
 Painted by: Sabreliner, Perryville, MO



Ryan Sundheimer



Ryan Sundheimer



Antonio More'



Ryan Sundheimer



Ryan Sundheimer



Scott Shea

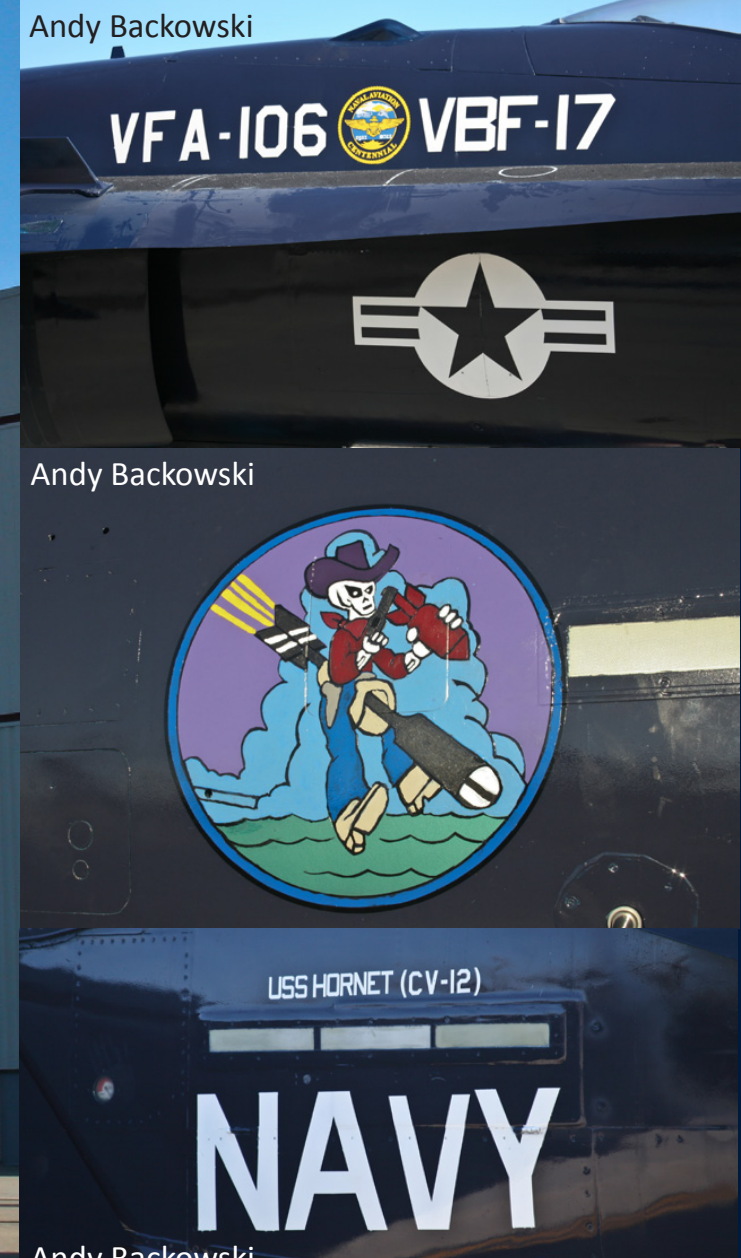
Scott Shea



Aircraft:	T-44A Pegasus (BuNo 160984)
Unit:	Training Wing 4, VT-31 "Wise Owls"
Stationed:	NAS Corpus Christi, Texas
Aircraft Mission:	Advanced multi-engine training
Period:	Circa 1919
Significance:	Represents the NC-4, the first aircraft in history to fly across the Atlantic Ocean.
Painted by:	Sabreliner, Perryville, MO

Michael Misorski





Aircraft: F/A-18C Hornet (BuNo 163745)
 Unit: VFA-106 "Gladiators"
 Stationed: NAS Oceana, Virginia
 Aircraft Mission: Fleet Replacement Squadron
 Period: Circa 1945
 Significance: Painted as an F6F-5 Hellcat from Bomber-Fighter Squadron Seventeen (VBF-17) on the USS Hornet (CV-12).





Aircraft: HC-130H Hercules (73-0845)
 Stationed: CGAS Elizabeth City, North Carolina
 Aircraft Mission: Long Range Surveillance/SAR
 Period: Circa 1950s
 Significance: Honoring 50 years of service for the C-130 in the United States Coast Guard.





Andy Backowski

Aircraft:	F/A-18E Super Hornet (BuNo 165666)
Unit:	VFA-106 "Gladiators"
Stationed:	NAS Oceana, Virginia
Aircraft Mission:	Fleet Replacement Squadron
Period:	Circa 1967
Significance:	Painted as a VA-106 squadron Skyhawk during the Vietnam War on the USS Forrestal (CVA-59).



Andy Backowski



Kevin Helm

Aircraft: P-3C Orion (BuNo 161591)
 Unit: PATWING 11
 Stationed: NAS Jacksonville, Florida
 Aircraft Mission: Maritime patrol
 Period: Circa 1942
 Significance: Painted as the PBY-5A Catalina (44-P-5) "Strawberry 5" from VP-44 "Golden Pelicans", which located the Japanese Fleet prior to the Battle of Midway.
 Painted by: NAF Atsugi, Japan

Kevin Helm



Kevin Helm



First Place - Andy Backowski (22 points)

Third Place - Andy Backowski (16 points)



Second Place - Eric W Miller (19 points)



Photo Contest

Congratulations to the winner of the October photo contest - Andy Backowski! 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 - Eric W Miller (13 points)

Fifth Place - Anika Sundheimer (3 Points)



RNLAF Open Days

Leeuwarden AFB

Article by Pieter Stroobach



Over the years the Koninklijke Luchtmacht (KLu - Royal Netherlands Air Force) Open Days has grown into an impressive event. With a Spotter's day on Thursday, and shows on Friday and Saturday running from 9am to 5pm, it is safe to say it was action packed. It is quite popular too, with a weekend total of 182.000 visitors. Contrary to many shows in Europe, the entrance was free because one of the reasons for the event

is to show the Dutch taxpayers what their Air Force does with their money. This year the show was held at Leeuwarden AFB, the home of F-16 squadrons 322 and 323, and 303 squadron with AB-412 helicopters used for SAR.

The static display was somewhat smaller than usual but still had an impressive lineup of current day KLu types such as the F-16AM, C-130H, KDC-10, Do-228, NH-90NFH, AH-64DN, AB-412SP

and AS-532U2 as well as other allied types like the TB-30, PC-7, Alphajet, F-27, C-17A, F-4F, F-15, F-16, F/A-18C, MiG-29A, Su-22UM, EF-2000, C-21, UH-1D, Mi-24D, and Seaking. Support types (L-39 and Learjet) and historical aircraft (DC-2, C-47, Beech 18, Harvard, AN-2) were there too. Several hangars were opened up to demonstrate the technical capabilities of the Dutch Armed Forces. Besides this there was also a large

vendor area where one could buy whatever aviation-related article they desired. Fences were used heavily in the statics compared to previous years, a fact which was very annoying for those of us who like to take pictures.

Although the show officially started at 9:00, the early visitors had a nice bonus on Friday in the form of a practice run from the Polish MiG-29A Fulcrum, which performed a full demo in the early

morning light as a wakeup call. Given the loaded program, the show started promptly at 9:00 after a word of welcome of the commander of the KLu. The fun opened easy with a Grob 115 of the RAF. This little aircraft is a very capable trainer and gives a very nice basic aerobatic show. The trainer theme continued with the Aeronautica Militare Italiana (AMI - Italian Air Force) Aermacchi MB339CD demo performed by the

Reparto Sperimentale Volo (RSV - Flight Test Wing) with the latest version of this jet. Although the demo has been common for years, it never bores anyone. The MB339 was followed by another trainer in the form of an Austrian Pilatus PC-7. The Austrian Fliegerschule is a long term user of this Swiss product and it shows. The only problem is that the PC-7 in special colors remained on static instead of being used for the demo! The

trainer run continued with the Fouga CM-170 Magister. Nowadays a golden oldie, this delicate four wheeler has a firm footing in the Dutch aviation history. Many Dutch military pilots received their training in this aircraft thanks to cooperation between the Belgians and the Dutch.

Speaking of the Belgians, the next item was the first of no less than four Belgian contributions to the show. The Westland Seaking Mk.48 of 40 Smaldeel (squadron) is used for SAR duties and demonstrated its capabilities in this field along with some nice flybys. Perhaps the Seaking demo was a bit short, but this was certainly made up for by the demonstration of the "Red Devils" with their SIAI Marchetti SF-260D/Ms. Until recently, these operated under the name "Hardship Red". However, because of this year's celebrations of 65 years of Luchtcomponent/Composante Air (LC / CA - Belgian Air Force), the historic name of the Hawker Hunter demo team from the fifties was revived. Nowadays a four-ship formation of the SF260s, they were the first of no less than four display teams to fly at the show. The Red Devils fly a very nice 20 minute show of high precision formation aerobatics.

The second helicopter of the day was also a Belgian one, the Agusta A-109BA. This multipurpose helicopter is an asset that has served with the Belgium forces for quite some years now. It gave a very impressive demonstration in the hands of its pilots.



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Next came the Dassault-Brequet/Dornier Alphajet E in two varieties. First there was the arrival of a two-ship formation of the numbers 0 and 9 of the Patrouille the France. The aircraft with number 0 is the team's director and number 9 is the spare plane in case anything goes wrong with one of the others. Next came the French Alphajet E solo demo of the fa-

mous l'École de Chasse 00.314, which trains all French and Belgian jet pilots. The demo itself is a very pleasing, well known, and often seen performance on the European airshow circuit. It was followed by the Royal Jordanian Falcons with their Extra 300s, which are dedicated to aerobatics. The Jordanians are regulars at the show - very welcome regu-

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lars to be precise. This time they flew a three-ship formation. Their show is loaded with high speed aerobatics and keeps the crowds attention from beginning to end. Next, it was time for the last of the Belgium contributions. Their solo F-16AM brought the powerful roar which only jet fighters can deliver to the show. Some

airshows forbid the use of flares due to regulations, but this is not the case in the Netherlands so the use of flares was abundant; a nice indication of things to come. Although a very good show for photography in the clear blue sky, it is time for a new paint/sticker job because the current layer is peeling off. Still, the Belgians were



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great contributors to the show with four very good and much appreciated demonstrations.

Following the Belgian F-16 was the first contribution of the hosts, with a SAR demonstration by a Agusta-Bell AB-412SP of the local 303 Squadron. This squadron is responsible for the so very important SAR job in the north of the Netherlands. The demonstration gave a good opportunity to compare it with the previous Belgian SAR demo, and in all fairness the Dutch demo was more entertaining. After the AB-412 departed with flags hung from it, yet another jet trainer came forth. This time it was the RAF's solo display BAe Hawk T.1. Just like the French Alphajet, this is a very common sight in Europe and a very good demonstration of the abilities of the aircraft.

The final number of the morning came in the form of Team Viper. This team was equipped with BAC Strikemasters, and is named after its jet engine. However, recently they have started to use the Hawker Hunter, just in time to celebrate this year's 60th anniversary of the jet. The KLu has used



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several versions (F.4, F.7 and T.7) of the Hunter, and Fokker built large numbers of the jet under license. Designed in an age when computers were still the future, this jet is the perfect explanation of the phrase “if it looks good, it flies good”. The classic lines of the Sydney Camm (of Hawker Hurricane and Typhoon fame) design makes one wonder what today’s designs would look like if engineers just used a pencil and a piece of paper. The demonstration of Team Viper showed all the features of the design in a excellently performed show both in formation and solo. Many in the crowd were thrilled to hear the famous blue note, a very specific sound of the Hunter that is thought to arise from the airflow over the jet’s gun ports. During the lunch the remainder of the Patrouille the France and the Red Arrows arrived and a NATO Boeing E-3A Sentry did a flyby.

One of the biggest draws of the show is the base attack demo, this year designed to show the arrest of a so called “high value target” by the troops of the Air Mobility Brigade (AMC). Missions like this were performed by the Dutch and their allies during the operations in Iraq, Afghanistan, and the former Yugoslavia. With some containers acting as the village were some bogies lived, a Forward Air Control (FAC) party was dropped from a C-130H-30. When the FAC squad was ready, an area control company was flown in with CH-47D Chinooks to protect the surrounding area. Once everything

was secure, the assault party was flown in by two AS-532s and fast roped right into the village. After some fighting the target was captured and additional troops and equipment were flown in by CH-47D and C-130H-30. They were needed because things spiraled out of control when more bogeys came in with a counter attack. However, four AH-64DN Apaches were available to support the troops on the ground. The heavy firepower showed up when no less than eight F-16s roared through the air, first flying around as a “show of force” then making strafing runs and finishing things off either laser-guided bombing runs. All in all quite a spectacle, which the crowd could also follow on large video screens. The screens were used for close ups of the show and interviews throughout the day, but during the base attack also showed live images taken with the equipment in action at that moment. Added to that were the speakers which were used to broadcast the communications between the troops on the ground and the different aircraft. The use of pyrotechnics added to an incredibly impressive demonstration. To conclude the demo, all of the AMC troops and equipment were picked up by the aircraft which performed a large flypast in formation. The KDC-10 tank brought up the rear with all eight F-16 on its tail.

The Dutch contribution of the show didn’t stop there. The first of two KLu demo teams was the Boeing AH-64DN Apache. The



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team was chosen as the best at this year’s RIAT airshow and it is not very hard to see why. The team was reinstated last year after several years of absence due to commitments in Afghanistan, fully booked by the Taliban as some have said. It is clear that the Apache pilots of the KLu are in full control and beyond. The continuing show along the whole flight line is very impressive and with the use of lots of flares, a highly enjoyable affair. At the end of the

show two jets took off; the KLu demonstration team F-16 and a Hunter of the Hunter foundation based at Leeuwarden. Both jets joined with the Apache for a very rare formation flyby. With a last loop and flare burst, the Apache waved goodbye and the KLu F-16AM Fighting Falcon Demo Team took over. Both the F-16 and the Apache demo aircraft are painted in a very bright orange livery. This is because the royal family of the Netherlands is the “House

of Orange”. This comes not from the color, nor the fruit, but rather the city in what is nowadays France that was once their main seat. Because of this, orange has become the national color of the Dutch. Another historical symbol which is clearly visible on the F-16 is the lion. The lion is part of the coat of arms of the Netherlands. This year’s demo F-16AM is flown by 312 Squadron. Since the introduction of the F-16, the Dutch have used one for demonstration

purposes through Europe and occasionally in the US. It is a very impressive show of maneuverability, speed, and power. Next, the Hunter came back for a solo demo that is relatively new to the show circuit, but still impressive.

There was then disappointment in the crowd because the Red Arrows would not fly on Friday. However, the Belgian F-16AMs made up for it with an improvised two-ship show of fly-bys before their departure to another

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airshow. Next came the F/A-18C solo demo of the Ilmavoimat (Finnish Air Force). The twin engine jet has the ability to put on a very good show and pushed the crowd's enthusiasm rise beyond words. Next came two British contributions who had the difficult task to make us forget the Reds - mission accomplished! First came the gentle demo of the Shorts Tucano T.1. Now in the twilight of its career within the RAF, this Brazilian design brings a very elegant and fun demonstration to any airshow it visits. After that, things got a bit more wild with the Royal Navy's (RN) Wildcats Demo Team. Equipped with two Westland Lynx HMA.8 helicopters which have a fitting livery. The performance is a ballet for two in the air. The Lynx still holds the official helicopter world speed record at nearly 250 mph, and this speed is a big part of the very fine demo. Next, a jet of the next generation took to the skies over Leeuwarden. The EADS EF2000 Eurofighter of the AMI showed the advanced technology in its design. It was the only jet to keep within the boundaries of the airfield during its demo - an impressive feat. Comparing it with an early jet design such as the Hunter or third generation jets like the F-16 and F/A-18 gives the public a good understanding of the improvements in jet design over the years.

A helicopter got the crowd's attention next; the Bo-105 of the Flying Bulls. Although not the newest design anymore, the capabilities of this helicopter are impres-



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sive. Unfortunately, clouds were floating in slowly but steadily. The MiG-29A of the Sily Powietrzne (SP - Polish Air Force) flew in the shadow of the clouds - not good for photography but still a very impressive sight in the sky. Watching it take off with full afterburners, it is easy to imagine that this would have been a very capable adversary for the F-16 and the F/A-18 if things would have gone differently a few decades ago. Speaking of F-16s, next came the F-16AM of the Turk "Soloturk" demo team.

The Turks have learned a lot from the Dutch demo and their demo is a very nice one. The Friday show concluded with the Patrouille de France's presentation. A very good end to a very well organized show. Due to budget concerns, there will be no show next year. However the show will return in 2013, when the theme will be 100 years of military aviation in the Netherlands. Let's hope that the organizers will make up for the lost year. If so that is something to look forward to!

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to go fast and do business. A trip out to the pylons is a completely new perspective on racing; if sitting in the stands is fun, standing at the pylons is an absolute blast. A trip out to the pylons is limited only to media credential holders and offers very few amenities; the High-G Ridge, on the other hand, is open to the general public and offers a top-notch out-on-the-course racing experience.

After lunch, racing continued; each subsequent heat got faster and faster in the individual classes. As with every day in the racing weekend the grand finale is the Unlimited Gold heat. This is

where the big boys come out to play. During the Unlimited Gold heats, everyone rushes to the stands to watch the fastest and loudest propeller aircraft defy gravity as they tear around the pylons. Even the Unlimited Gold engine startup and taxi are popular events. Arguably, this is the cherry on top of the masterpiece which is Reno air racing.

As the Unlimiteds took to the air, excitement in the crowd increased exponentially and finally reached a maximum when Steve Hinton came across the loud speakers exclaiming, "Gentlemen, you have a race" from

the CT-33 pace plane. "Strega" took to an early lead with "Voodoo" close in tow, both turning impressive speeds. "Rare Bear" took "Galloping Ghost" out of the chute; on the next lap, Jimmy Leeward in the "Galloping Ghost" had dropped the hammer and reversed his position on "Rare Bear". "Galloping Ghost" was really moving, only "Voodoo" and "Strega" left ahead. Rounding the last pylon and headed for the home pylon, "Galloping Ghost" appeared to have the slightest of upsets. First, a little roll stutter, like had been seen in nearly every heat through the day, then what





appeared to be a precautionary rollout and pull up. The following four seconds or so are something I will never forget for the rest of my life: watching the final instants of Jimmy Leeward's pursuit of Unlimited Gold.

P-51D, serial number 44-15651, had a long tradition of racing and winning; shortly after World War II it took to the skies racing. Whether it raced as "The Galloping Ghost", "Miss Candace", "Jeannie", "Spectre", or the "Leeward Ranch Special", racing and winning was what it did well. For 2011, Jimmy Leeward pulled out all the stops; he was going to Reno, and he was going to dethrone "Strega". Going down the valley of speed, Jimmy and "Galloping Ghost" were in perfect unison doing what they came to do – go fast, stay low, turn left, and catch up to and eventually pass "Strega". Then after pylons 8 and 9 it seemed as if time and space itself had torn apart.

Thoughts and prayers go out to all those that are affected by the terrible tragedy witnessed first-hand by thousands as Jimmy and "Galloping Ghost" chased their dream. In what seemed like an instant for some and an eternity for others, thousands of lives were changed – for that, no sufficient words can possibly be said. The most sincere condolences and sympathies are extended to all those affected.

For the latest information on the tragic crash at Reno, please visit www.NTSB.gov.



Those Lost at Reno

Article by Mark Hrutkay

A lot of emphasis has been placed on Mr. Leeward in past reporting and too little mentioned about the many people that died with him or were injured.

Sharon Stewart was working for Sani-Hut Co and was the only Reno resident killed. Her life partner Joe said she had four grown sons; they had been together for 35 years. She looked forward to working at the Races. Her best friend Charlene Summers said she was always laughing, having fun and was outgoing. She was 47 years old.

Michael Wogan, age 22 of Phoenix, AZ had just received his degree in business and finance from Arizona State University this spring. He was in a wheelchair because of muscular dystrophy and had three brothers. His father, Bill Wogan, was with his son and ended up in critical condition.

Greg Morcum was on his first trip to the Air Races with his family. Greg was 47 years old and lived in Marysville, WA.

A retired captain with Air Canada, George Hewitt was from Ft. Mohave AZ and 60 years old. He had flown the Boeing 777, was attending the Air Races with the Cascade Warbirds, a vintage plane enthusiasts group out of Washington State. His wife, Wendy Hewitt age 56 was also killed. Wendy was described by family as passionate about volunteering, active in the United Way and Red Cross and groups that help provide whistles to women for their safety and school supplies to underprivileged children.

Regina Bynum was employed as a financial adviser and was an animal lover who raised Boer Goats and Yorkshire Terriers on the family ranch. She left a husband Jerry, two sons and four grandchildren. She was 53 years old and from San Angelo TX.

John Craik of Gardnerville, NV was taken to the hospital in critical condition and died there. He owned his own contracting company and was 47 years old.

Cheryl Elvan, aged 71 of Lenexa, KS went to the races every year for many years. Surviving was her husband Chuck, a retired airline worker. Chuck, sons Bill and Brian, as well as Brian's wife Linda were treated at the hospital for amputations. All four suffered the loss of some part of their right legs at knee levels.

James McMichael of Graham Washington was age 47. He left a wife and an extensive family.

Craig Salerno lived in Houston, Texas, area and was a volunteer fireman as well as a private pilot. He was employed by Continental Airlines. He was identified after a DNA comparison. He left behind a wife and two young children. He was age 50.

There were approximately 74 others injured along with 11 dead (7 died on site, 4 later in the hospital). Of the 7 that died on site, there were few remains. One week after the accident 13 people remained in Reno area hospitals, many in critical condition.

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!

Canadian International Airshow Toronto, ON

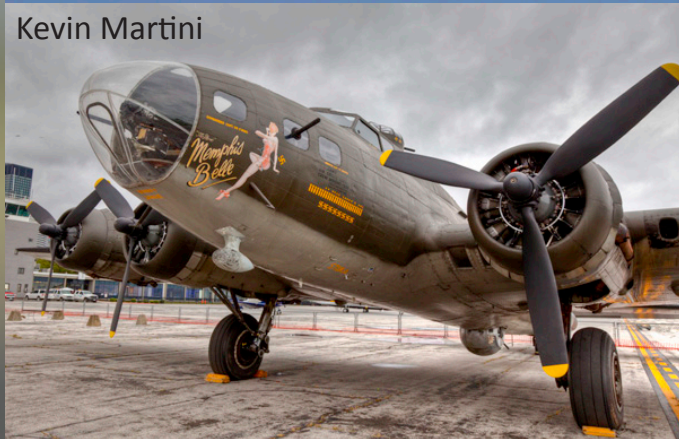
Photos by Steve Mundy



Cleveland National Airshow - Cleveland, OH



Shawn Yost



Kevin Martini



Kevin Martini



Michael Pentrak



Michael Pentrak



Kevin Martini

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



Shawn Yost



Shawn Yost



Patrick Barron



Ryan Sundheimer
Ryan Sundheimer



Kevin Martini



Kevin Martini



Michael Pentrak



Michael Pentrak



Patrick Barron



Ryan Sundheimer



Ryan Sundheimer



Shawn Yost



Kevin Martini



Shawn Yost



Kevin Martini



Kevin Martini



Kevin Martini

Rocky Mountain CAN-AM Rocky Mountain House, Alberta

Report and Photos by Rob Ironside



The Rocky Mountain House Airport in Alberta, was the location of one of only two aerobatic competitions to be held in Canada this year. Hosted by the Aerobatics Club of Alberta, it was the only contest in Western Canada, and drew many participants. Rocky being my hometown, I was proud and excited to attend, and I had no idea would be such a world class event.

Competitors from the whole of the Northwest attended the event, held September 8-10. I had the pleasure to meet pilots from BC to Manitoba, as well as the United States. With over 20 pilots, the competition lasted three days,

including a pre-competition practice day. Three of the competitors were from Rocky Mountain House and they did Rocky proud.

Competition was held in four of the five possible categories: primary, sportsman, intermediate, and advanced. The pilots flew predetermined sequences, practiced in advance (referred to as "known" sequences). The known sequences for the primary category are relatively simple, and get progressively more complex with each category of competition. The intermediate and advanced categories also include sequences that the competitors do not get to see until the evening before

they are flown, and no opportunity to practice is given. These are called "unknown" sequences, and can be the most challenging part of the contest for pilots in the higher categories that have to fly them. The competition was serious yet very friendly, with safety being paramount. Everyone made me, an outsider to the sport, feel very welcome. Pilots, judges, and administrators did a great job in keeping things organized and well run. Arrival and registration were on Thursday, September 8th. The bulk of the competition was on Friday, with a few flights on Saturday.

There was a wide array of

aircraft attending. Among them were Decathlons, Pitts Specials, Extra 300s, Christian Eagles, and even a couple Russian Yaks. Some planes could outperform others, but all did a fantastic job flying their routines. The competitors had to perform their sequences within an aerobatic box the size of one square kilometer on the east side of the Rocky runway. Maneuvers that took an aircraft outside the aerobatic box were penal-

ized. Routines varied in length, and followed one another all day with each competitor flying three times in total. Awards were given for first, second and third place in each category.

Rocky Mountain House established an aerobatic box in order for pilots to practice and perform routines like these, and a big thanks goes to people like Ken Fowler and Mark Chevallier for all the work they did to establish the

box for the town of Rocky. I also want to thank Peter and Brandon Dreyer for showing me the ropes, and allowing me to have access to cover the event. Being the photographer for the Rocky Mountain House Airshow has given me the pleasure to meet a wonderful group of people. I enjoyed photographing this event and look forward to more airshows and competitions here in the future!







Hardwood Bombing Range Open House Necedah, WI



Alan Barbor



Nate Burrows



Alan Barbor



Alan Barbor



Nate Burrows



Nate Burrows



Alan Barbor



Alan Barbor

Waukegan Airshow - Waukegan, IL



Alan Barbor
David Jacobson



Michael Misorski



Michael Misorski



Michael Misorski



Fred Shabec



Fred Shabec



Eric W Miller







Alan Barbor



Alan Barbor



Michael Misorski



Fred Shabec



Michael Misorski



Fred Shabec



Michael Misorski



Alan Barbor



Alan Barbor



Eric W Miller

Cannon Range Open House Fort Leonard Wood, MO

Photos by Jeremy Hampton



Southern Wisconsin AirFEST - Janesville, WI



Alan Barbor



Alan Barbor
David Jacobson



Alan Barbor



David Jacobson



Alan Barbor



Alan Barbor



David Jacobson



Alan Barbor



Alan Barbor



Alan Barbor



Alan Barbor

California Capital Airshow - Sacramento, CA



Eric A Rosen
Sean Sydnor



Eric A Rosen



Mark E Loper



Sean Sydnor

Mark E Loper



Eric A Rosen



Mark E Loper



Eric A Rosen



Eric A Rosen



Eric A Rosen



Mark E Loper



Eric A Rosen



Eric A Rosen



Mark E Loper





Mark E Loper



Eric A Rosen



Mark E Loper



Sean Sydnor



Eric A Rosen



Mark E Loper



Eric A Rosen



Sean Sydnor



Mark E Loper

Guardians of Freedom Airshow - Lincoln, NE

Photos by Chad Grosvenor





Winston-Salem Airshow - Winston-Salem, NC

Photos by Ricky Matthews



Kirksville Regional Air Festival Kirksville, MO

Photos by Nate Burrows



Fly Iowa - Newton, IA



Alan Barbor



Nate Burrows



Alan Barbor



Nate Burrows



Alan Barbor



Nate Burrows



Alan Barbor



Alan Barbor



Nate Burrows



Nate Burrows

Memphis Airshow - Millington, TN



John Nyren
John Nyren



John Nyren



John Nyren
John Nyren



Chad Grosvenor



John Nyren



John Nyren



Chad Grosvenor



Chad Grosvenor



John Nyren



John Nyren



Chad Grosvenor



John Nyren

John Nyren



Chad Grosvenor



Chad Grosvenor

Ocean City Beachfront Airshow Ocean City, NJ

Photos by Steven King



Malta International Airshow - Malta

Photos by Pierre Farrugia





NAS Oceana Airshow - NAS Oceana, VA



Ryan Sundheimer



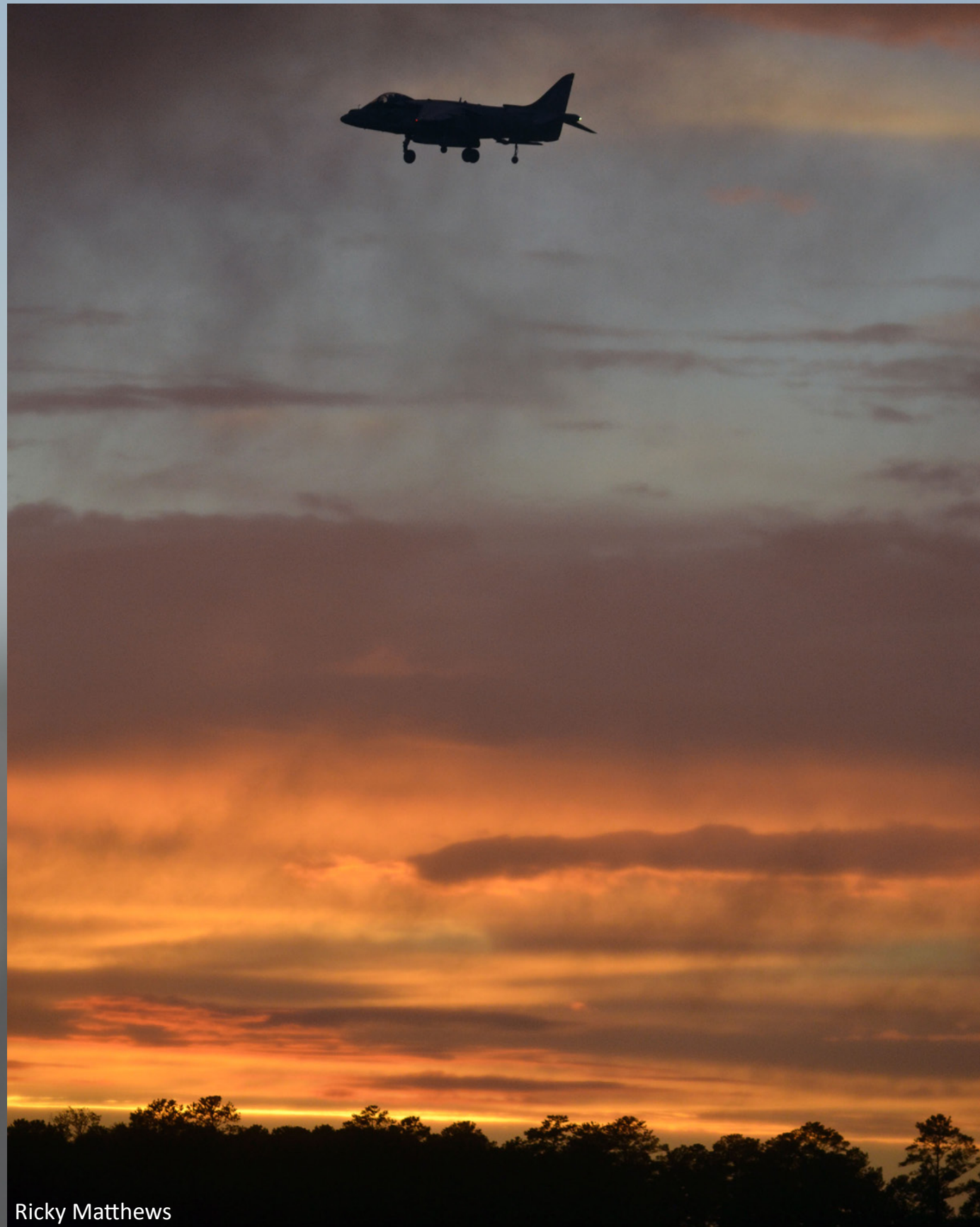
Alan Barbor
David Jacobson



Andy Backowski



Ryan Sundheimer



Ricky Matthews



Chris Adolor
Ricky Matthews



Ryan Sundheimer
Chris Adolor



David Jacobson

David Jacobson







Jonathan Loveless



Alan Barbor



Chris Adolor



Alan Barbor



Chris Adolor



Alan Barbor

Chris Adolor



Ricky Matthews



Ricky Matthews







Chris Adolor

Chris Adolor



Ryan Sundheimer



Chris Adolor



Jonathan Loveless



Jonathan Loveless



Chris Adolor



Chris Adolor



Jonathan Loveless



Chris Adolor



Thanks for Reading!