

AirshowStuff

Magazine



Inside:

***Lima Lima Flight Team
Air to Air with Tora! Tora! Tora!
The Greatest Show on Turf 2012
RIAT Photo Spectacular
Reports from the Field
and more!***

August 2012

AirshowStuff Magazine

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Cover Photo

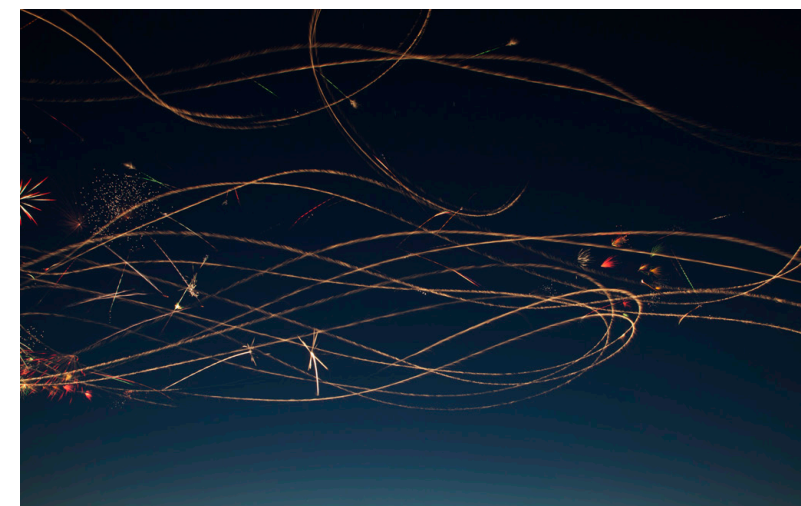
A pair of Tora! Tora! Tora! aircraft in flight over Dayton, OH during the Vectren Dayton Airshow. Photo by Patrick Barron. For more on the flight, see page 12. For more photos from the airshow, see page 98.

- 06 Vintage Wings:
LA to Tokyo The Hard Way
- 10 The Lima Lima Flight Team
- 12 Flying with Tora! Tora! Tora!
- 24 Royal International Air Tattoo 2012
- 50 The Greatest Show on Turf 2012
Geneseo, New York
- 62 Reports from the Field

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

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Mark Hrutkay

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We'd love to talk with you!

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Thanks to those who contributed to this issue!

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Article by Alan Radecki

Back in 1986, as Dick Rutan was sitting in Voyager on the Edwards AFB runway about to depart on his round-the-world flight, his clearance request radio call to the tower included the Voyager's itinerary as only Dick could phrase it: "Edwards to Edwards, the hard way." And history shows us that he wasn't the only one to consider doing a long-distance flight "the hard way."

Japanese-American aviator Zensaku Azuma (1893-1967) had that idea as well. In the words of the *Indiana Evening Gazette* for Wednesday, June 25, 1930, "Evidently the Oriental mind reasons that 'the longest way around is the shortest way home,' so Zensaku Azuma, a Pasadena, Calif, chop suey restaurateur (a Japanese, nevertheless) plans to fly from California to Tokyo via New York, Paris, Berlin, Moscow, Siberia, China and Korea. The trip across the Atlantic would be made by steamship, the rest by air."

Azuma was born in Minami-Omi, Hakui County, Ishikawa (what is now known as either Nakanuma or Takamatsu - depending on the Japanese source - in Kahoku), and as a young newspaper reporter in Japan, had written about some of the earliest aircraft, and found himself attracted to aviation. Wanting to learn to fly, he traveled to the US in 1916, at the age of 23, and earned his pilot's license by 1922. He also earned a reputation for being somewhat flamboyant. In 1923, after the Great Kanto earthquake in Japan, Azuma painted "Help Japan" in large letters on a biplane and barnstormed around the western US in an effort to raise relief funds.

To earn a living, Azuma opened a Chinese restaurant (a "chop suey house" in the parlance of the age) in Pasadena. When Lindbergh made his historic flight in 1927, it inspired Azuma to consider a similar "stunt" as a means of visiting his homeland. The feat earned him the nickname



Zensaku Azuma in his Travel Air 4000, presumably in Japan. The hand-written text translates roughly "Mr. Zensaku Higasihi 'Tokyo OT' likes this small airplane very much," with "Tokyo OT" referring to text painted on the airplane itself. The last line, on the far left, seems to indicate the name of the airport, but it isn't clear.

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 using mostly never-before-published photos, at yesterday'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:

<http://VintageAirPhotos.Blogspot.com>

"the Japanese Lindbergh" in contemporary media.

For his project, Azuma considered several different aircraft models, settling on a Travel Air 4000. Azuma purchased the Travel Air in April 1930, purchasing NC4835, serial 419, a plane that already had a bit of history under its cowlings. He bought it from Santa Barbara orthodontist Dr. J. Bert Saxby, and before Saxby acquired the plane, it apparently had been owned by cowboy actor, rodeo star and stunt pilot Ken Maynard. (As an aside, after own-

ing the Travel Air, Maynard bought a Stearman, and at the 1933 National Air Races, he flew it in a grudge race against actor Hoot Gibson. Rounding one of the pylons, Maynard crashed, and while he survived, the Stearman was destroyed; one wonders what the outcome of the race would have been if he had kept the Travel Air!)

Azuma had the Travel Air modified from a typical two-seat configuration to a single seater, with the rest of the space being used for additional fuel tankage for the flight

to Japan. As such, it was re-registered in the restricted category as NR4835. It was painted bright red and named The City of Tokyo. Then, from June through August 1930, he fulfilled his dream and flew the Travel Air across three continents en route to Japan. His first leg was across the U.S. from Los Angeles to New York, where the plane was disassembled and loaded onto a steamship for the voyage to England. There, he had the aircraft re-assembled in Hanworth by National Flying Services, Ltd. He repositioned

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from Hanworth to Croydon and then left for the trip east on July 22.

After spending the night of August 30th in Seoul, Azuma finally landed at about 5:22 pm (local) on Saturday, August 31, 1930, at Tokyo's Tachikawa Aviation Grounds, where he and the City of Tokyo were greeted by a large crowd. All told, Azuma logged 70 flying days and over 11,200 miles during his journey. He was celebrated as both a local and a national aviation hero, and was even presented with a "trophy" by the Japanese Emperor.

Buoyed by success, Azuma began planning and attempting to raise funds for a one-stop California to Japan trans-Pacific flight, but it does not appear that he ever actually attempted the flight. Years later, in 1955, Azuma once again entered the spotlight of history as the first

person to discover the mineral uranium in Japan, and became a vocal proponent of the "health benefits" of uranium - going so far as to plant a "uranium garden" from which he harvested and ate vegetables.

With the growing militaristic nature of Japanese society in the 1930s, the City of Tokyo wound up in the hands of the Japanese Army, but since it was clear that the Travel Air 4000 was by no means a combat-worthy aircraft, they disposed of it. It was subsequently re-registered as J-BAOJ; old registration records show the ownership as being Nippon Demppo Tsunshin, while other records identify the owner as Nippon Denjo Communications Company, which today is known as Dentsu.

This organization apparently acquired the aircraft in November

1931 as a result of the Manchurian incident, in which a Japanese-instigated act of sabotage was used as a pretext for the wholesale invasion of the Chinese region of Manchuria. The Travel Air was used in China as a courier plane, to transport news reports and photographs of the fighting. When the Japanese established the puppet state of Manchukuo in March 1932 in the territory they occupied, they mounted a showy Declaration of Independence ceremony. News photos of the ceremony were being flown out in the Travel Air when the aircraft was severely damaged at Ulsan Air Base near Pusan. There is no record of it being repaired.

In Zensaku's hometown, there is a monument to him, and the town annually hosts a paper airplane contest in his honor.

THE
LIMA
FLIGHT TEAM



*Article and Photos
By Fred Shabec*

The sound of the Pratt & Whitney PT-6A turboprop engine starting up on the Beechcraft T-34 Mentors of the Lima Lima Flight Team sent chills down my spine as I got ready for a ride of a lifetime.

"Are you ready to go?" My pilot, Bill "Fingers" Cherwin of Crystal Lake, IL, the lead pilot of the team asked over the plane's intercom. After a thumbs up from me, we were taxiing to the active runway. Before we took the active runway we all did a run up to check the engine and instruments. Bill called the tower to let them know that we were ready for takeoff, and after receiving clearance Bill taxied us and our wingmen onto the runway. After a check and a thumbs up sig-

nal from the other pilots, he ran up the engine and released the brakes. Rolling down the runway, our flight of three quickly lifted off from Gary Chicago International Airport in Gary, IN. Shortly after us, the rest of the T-34s joined up with our formation making the famous six ship Lima Lima delta formation. "Let's give the people at the airport a pass," Bill said over the intercom, and then at about 1000 feet above the ground, turned the flight back to the airport and called out on the radio, "Smoke on!" Looking to both my right and left and seeing four aircraft with the smoke on was awesome! I say four because the slot pilot was tucked so precisely behind my airplane that I couldn't even see him.

After the flyby, we flew out over Lake Michigan and started off with a formation roll, then each aircraft broke off and with Bill in the

lead, we all did two half loops, followed by two figure eights. Bill then rocked his wings as an indication for the rest of the flight to join up with us. After the rejoin, we started back to the airport and performed another flyby at about 1000 feet with the smoke on, then lined up on the runway with each aircraft breaking formation to prepare for individual landings. Each aircraft landed one by one and followed us back to the flight line. We taxied back to the parking spot and shut down the engine. What a flight!

I would like to thank the director of public relations of the Gary Air Show, Bill Cherwin and the Lima Lima Flight Team for this wonderful experience.

www.LimaLima.com
www.SouthShoreCVA.com/airshow





FLYING WITH
TORA! TORA! TORA!

Article and Photos by Patrick Barron





I have been going to airshows for most of my life, and for as long as I can remember, it was almost always tradition to see 'Tora! Tora! Tora!' performing at the Dayton Airshow. So when my phone screen came to life and said I would be flying with them, the grin stretched from ear-to-ear. To me, Tora has always been one of the 'rock star' performers on the airshow circuit. Their use of numerous aircraft, close-quarters pass-

es, and especially pyro make them an exciting show for everyone.

In the midst of one of the driest summers most can remember, my flight was scheduled for one of the hottest days of the year. With expected highs in the 100s, the flight was at 10:00am when it would be relatively, and I emphasize relatively, cool.

I met up with the fellow media flyers and we were escorted to the

planes. It was rather unique to see them so close. Usually they're on the closed hot-ramp. A breeze waved the flag of the Rising Sun of Japan over the plane I would eventually be taken up in. The selection process was fairly simple. The pilots just said "Ok, who's coming with me?!"

My friend told me to try to get the #1 plane with an open canopy in order to get head on shots of the other planes without reflections

from the canopy. As luck would have it, I would be flying in the #4 plane (which would normally fly in the slot position) with a closed canopy. Non-ideal for what I wanted to shoot with, but the pilot said that he would fly around the formation a bit so I could get shots from different angles. I could tell the pilot had done this before and knew how to help photographers. Many thanks to him for this!



I carefully climbed aboard and got strapped into my bird. She was a 'Zero' - actually a modified T-6 painted with tail number 114. I always like to remember which aircraft I've flown in, especially when they are historic warbirds. I feel like I've bonded with the aircraft itself and will always remember my experience the next time I see it fly. I got strapped in and sat in the hot cockpit until we powered up. I've never thrown up from an airplane or amusement park ride, but just in case, I felt the need to ask the pilot

what to do if I was feeling queasy. He gave me a barf bag just in case, and only asked that I return it (if it was un-used of course)! The heat was really picking up in the airport as the sun beat down on us through the cloudless sky. An extra water would have been wonderful to have. I didn't really have many opportunities to say anything during the flight (the microphone on my headset was broken), but I signaled to the pilot to open the canopy. I was baking. Thankfully, we powered up and the propeller gave us a nice

cool breeze as we taxied across the airport.

There were two formations of four aircraft, spaced out far enough that you could not see the other group. We made it to runway 23L, did a run-up in formation, and then waited as the first group of four took off. When we were ready, we formed up on the runway with our wingman and took off into the wild blue yonder.

It did not take long to form up, and it certainly did not take long for me to start clicking away on my cam-







era. As someone who is still fairly new to such flights, I must say it was an amazing sight. Here I was with these airshow superstars, aircraft that I've been watching for much of my life, flying in formation over the clear but hazy skies of Dayton, Ohio. Sure enough, my pilot flew around the formation a bit (and in fact, we were only in the slot position once and for a brief period of time). There were no aerobatics, and certainly no pyro involved. It was as smooth as a ride could be. Looking out the window, the other three Tora birds flew nearby in formation. It was a beautiful site to see.

Never mind the fact that these aircraft bared the Rising Sun of Japan, and what the symbol represented during World War II. Underneath all of the modifications, these were American-built aircraft, representing the idea that we will always remember that day of infamy.

I was not flying in the symbol of a ruthless empire, but rather I was in a flying history lesson for all those below who watch. During the show, the narrator tells you to close your eyes and imagine being in Hawaii on December 7, 1941. As the planes fly by and the explosions go off, the announcer exclaims, "YOU. ARE. THERE!" It's certainly a different experience being on the other side of this statement.

Probably the most exhilarating parts of the ride were the sudden break to land, as well as the landing itself. Most of the ride was as calm as sitting in a chair in your backyard. The sudden 90 degree bank certainly got my attention (it makes me wish they actually did some aerobatics). As for why the landing was exhilarating? Well, knowing you touched down safely after being 2000 feet in the air is always exhilarating!

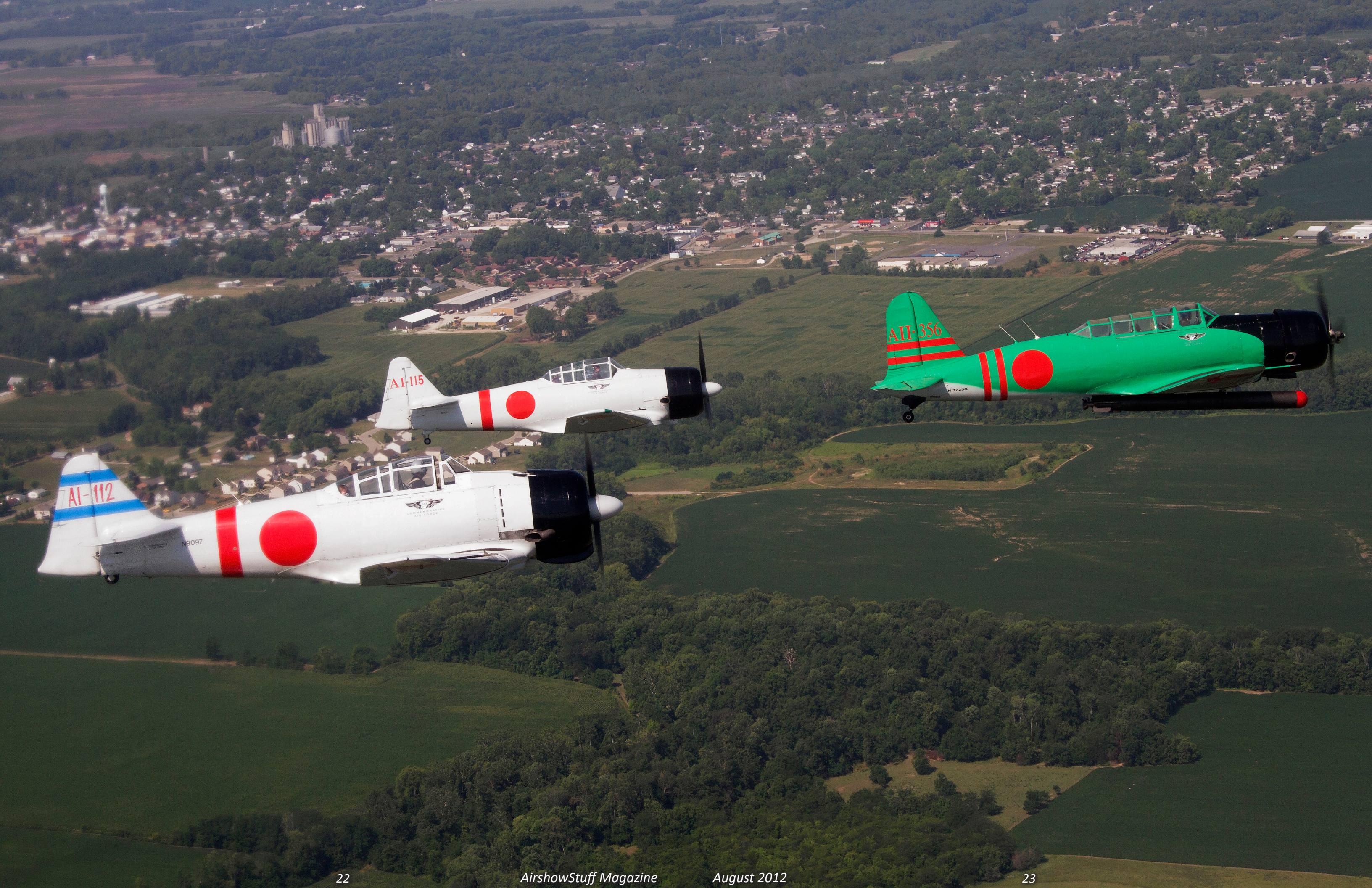
We taxied back to the airport

and I was already excited to go through the shots I had just taken of the flight. We parked and I carefully exited the aircraft (trickier than it looks). I thanked the pilot for the amazing experience, and for also bringing both of us down safely. As I walked back to the media area, I looked back one more time at tail number 114, knowing that every time I see them fly again, I would be looking for that plane specifically.

As I made it back to my spot in the parking lot, I reached into my pocket and retrieved the barf bag (un-used) that I forgot to give back. I still have it. To the Tora pilot of plane #114, if you are reading this, please contact me and we can arrange to have it returned!

A huge thanks to everyone from Tora and also Shiela Wallace of the Dayton Airshow for this memorable opportunity! For more photos of the show, check out page 98.





THE ROYAL INTERNATIONAL
AIR TATTOO
 2012



Dennis Vos

Dennis Vos



John Nyren



Dennis Vos



John Nyren



John Nyren



Pieter Stroobach



John Nyren



Tom Lammens



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GENESE

THE GREATEST SHOW ON TURF

Article and Photos
By Mark Hrutkay



The 1941 Historical Aircraft Group's Airshow is held in Gene-seo NY, a small college town in the western part of the state and it's commonly known as the "Greatest Show on Turf", since it's held on a field of an active farm. The grass runway is a rarity, and trees in the background are equally rare. It's really hard to snap a picture there that isn't bad. To me, what makes is really great is that the show allows parking that is relatively close to the flight line (say 300 yards) so you can go back and forth to the car to pick up gear as necessary. There are no security checkpoints with guards and metal detectors (yes, and even with lax security there were no acts of terrorism) and you can bring in food and drink without any problems.

The area itself is a few miles from one of the "finger lakes", and is really quite nice. Comparing it to New York City is like comparing heaven and hell; this is a great place. I grew up about two hours from here and it's nice; well in the summer that is. This year was warm and dry (about 90F) on Friday and Saturday, and it rained for the morning on Sunday.

The HAG used to be the repository for the Mr. Tallichet's B-17 "The Movie Memphis Belle". When the Liberty Bell Foundation's B-17 burned last year, they made arrangements with the Tallichet Foundation to lease the Memphis Belle for this tour season. It was there giving rides all day.

The B-25 "Miss Hap" showed up and flew daily. Mark Murphy flew in from eastern New York in his P-51D "Never Miss". Also appearing was the P-40 "Jacky C" from the American Air Power Museum. Doug Johnson brought his Zero and



Ken Laird brought a Kate, both of which were used in the movie "Tora Tora Tora".

The Commemorative Air Force was well represented by their Red Tail Squadron and the P-51C "Tuskegee Airman". They gave rides and also brought a trailer that was a movie theatre and showed a Tuskegee Airman film all day (free too). The P-51 was in the airshow every-day and even did an acro routine.

Jim Tobul made an appearance in his F4U Corsair "Korean War Hero". This aircraft sets a standard of what "magnificent" really means; it was a reserve Grand Champion at Oshkosh last year. Jim's entrance was equally thrilling and he won the "low pass of the day without hitting the ground" award. A great plane flown very capably by Jim.

Strictly aerobatic acts were quite

numerous. Rob Holland flew the MX-2, the Canadian Harvards did a three T-6 routine and Gord Price flew his Yak-50. I also saw a new one, which was Trevor Rafferty in his homebuilt Javelin. It looks like an Extra 300, but it's all wood and really quick. That along with the Yak-50 stood out.

The Boyd family came in for the show as well. You don't see too many acts flying a stock (if there was ever a "stock") Pitts Special anymore. They have three red Pitts S2Bs, flown by father, son, and grandson, with all three generations in the air at one time, and in formation too. Then one lands and the other two fly formation acro; another lands and the last one does a routine. Pretty neat, and brings back some memories of what airshows used to be like.

Of course Kent Pietsch was there, flying his Interstate Cadet. The "Jelly Belly" act was good and Kent is a great guy and a superb pilot. He always manages to land on the roof of his motorhome and fly with only one aileron. Kent is a great ambassador for Jelly Belly and he used to walk the crowd line passing out samples, which probably made him one of the most popular pilots on the field. A few years ago at the Indy show, he gave the media photographers a whole box of samples which disappeared in seconds. He is something else.

US military jet teams are scarce this season, but the show got an L-39 which did a great act with a T-6. The formation pass was interesting since I'm sure the L-39 was going as slow as it could while the T-6 was going as fast as it could.









The Liberty Jump Team did a static line jump out of the HAG's C-47 dressed like members of the 82nd Airborne in WWII. Of course a real favorite of mine was the C-130 from the NY ANG. They have all of the ski equipped C-130s in the world (even then, only about 6) and they fly to Antarctica to support operations there every year. As much as I try

to avoid the real cold, I'd come out on a zero degree day to see them do a JATO takeoff on skis. It would be well worth it. The C-130 did a couple flybys and returned to base.

Maybe the most overlooked part of the show was all of the classic aircraft in attendance. There were six Champs of various kinds, a Super Cub, a Cessna 190, Cessna 170,

Stearmans, a Navion, and several others. It was a nice gathering of classics and most flew in the show too.

The show is worth the trip, it's not really expensive (\$17 for advance tickets, free to museum members) and the area is a great place to stay for the weekend. I'm sure I'll be back next year.





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!

*Battle Creek Field of Flight Airshow
Battle Creek, MI*



Alan Barbor



Michael Pentrak



Patrick Barron



Patrick Barron



Shawn Yost



Patrick Barron



Alan Barbor



Michael Pentrak



Patrick Barron

Alan Barbor





Alan Barbor
Alan Barbor



Alan Barbor



Alan Barbor
Alan Barbor



Shawn Yost
Patrick Barron



Patrick Barron
Patrick Barron





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Patrick Barron



Alan Barbor



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Patrick Barron



Patrick Barron





Fair St. Louis - St. Louis, MO
Photos by John Nyren





St. Louis Special Needs Airshow - St. Louis, MO
Photos by Chad Grosvenor







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*Sentimental Journey Tour - Heritage Flight Museum
Bellingham, WA*
Photos by Anthony Richards





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44-525

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A Gathering of Eagles XVI - Willoughby, OH
Photos by Paul Cimino





APBA Gold Cup Hydroplane Races - Detroit, MI



Patrick Barron



Patrick Barron



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Patrick Barron



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Patrick Barron



Michael Pentrak



Patrick Barron



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Patrick Barron



Sioux Falls Airshow - Power on the Prairie
Sioux Falls, SD
Photos by Chad Grosvenor





LeaseWeb Texel Airshow - Den Berg, Netherlands

Article by Pieter Stroobach



In the 80s and 90s, the Texel Airshow was a regular occurrence every three years. However, during the last decade things have gone somewhat downhill. Therefore, it was very good to hear that the team behind the show was planning to bring the event back this year for a special reason; the 75th birthday of Texel Airport “de Vlijt.”

The Isle of Texel in the Netherlands has quite a bit of aviation history in its past. Texel’s airport was founded in 1937 as an unemployment project. A regular visitor in the thirties was the Fokker F.XXXVI. This massive aircraft had been intended for KLM service to the Netherlands-Indies, however, the arrival of the all metal Douglas DC-2 soon made it obsolete. After the hostilities of May 1940, flying activities ceased and didn’t return until 1952. Nowadays, Texel mainly serves small piston-engine aircraft, but is capable of serving small business jets and larger twin turboprops that can land on a grass strip. The airport is one of very few in the Netherlands that are still in private hands. The airport also used to host a Naval Air Station known as “de Mok.” This air station was used for the flying boats of the “Marine Luchtvaart Dienst” (MLD – Naval Air Service).

The Texel Airshow itself was one of those that gives everybody something to see and enjoy. In the days leading up to the show, over 200 visiting aircraft arrived at the airport for the airshow and to partake in the festivities. The gates opened early at 8:00 am, allowing the crowd plenty of time to check out the statics and the vendors. The main eye catchers of the statics were the Sikorsky S-38 Flying Yacht and de Havilland DH-84 Dragon. The S-38 "Osa's Ark" is a replica of Osa and Martin Johnson's flying boat. The Johnsons were American adventurers and film makers which used their own S-38 and S-39 for their travels around Africa during the interbellum. The DH-84 "Iolar" ("Eagle" in Gaelic) is painted in the colors of the first Aer Lingus aircraft from 1936. Aer Lingus, being the Irish flag carrier, restored this aircraft in for its 50th anniversary 1986. Apart from these two, there were gliders, old-timers, WWII fighters, old and new military trainers along with helicopters including a brand new Sikorsky S-92A which recently started flights to drilling platforms in the North Sea from Den Helder Airport "de Kooy".

The flying fun started around 12:30 pm with a parachute jump before kicking it up a notch with an Extra 330LT which gave the crowd a spectacular display of aerobatics. Military might was next in the form of a Boeing KC-135R Stratotanker from the 100th ARW which completed a number of flybys. Aviation of a different type was represented next when a Belgium Agusta A-109BA Hirundo helicopter, specially painted to celebrate 20 years of service, performed a light aerial ballet. A Norwegian Dassault-Brequet Falcon 20ECM of the was displayed next. The French Falcon was developed



Pieter Stroobach

as a business jet, but has also found several military customers which use the Falcon for VIP-transportation, maritime reconnaissance and as an ECM platform. After a demonstration of a Fouga CM-170 Magister, it was time for a Royal Netherlands Air Force Heritage Flight. In the formation were three North American Harvard Mk.IIBs and a Beech 18. Both types of aircraft were used extensively in the Dutch

military's past. Once the formation was back on the ground, the 86th AW from Ramstein AFB presented their Lockheed C-130J Hercules II for a few quick flybys while the Hawker Fury prepared for its demonstration. This French registered aircraft has a history that goes back to Iraq and air races in the United States. Nowadays, it flies in the colors of the Royal Australian Navy disguised as a Sea Fury. Two mounted



Dennis Vos

Dennis Vos



Pieter Stroobach



Pieter Stroobach



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smoke pods gave the demo an extra dimension which was well appreciated by the crowd. Also on hand was the amazing F-16 demonstration team of the Dutch Air Force, continuing a history of demos that first started in 1979 with the formation of the team. Other flying aircraft in the show included a Hawker Hunter T.8C from the Dutch, two Mil Mi-24V Hind-Es from the Czech Republic, four Yakovlev Yak-18s of the Russian Aircraft Company, the 15th Wing's C-130H from Melsbroek AB, and the mighty P-51 Mustang.

The Breitling Jet Team, flying Aero L-39 Albatrosses, brought the return of the Texel Airshow to a close. The first show back demonstrated the excitement that still exists for aviation and airshows in the Netherlands and another show is already being talked about in a few years!



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Air Magic Valley - Twin Falls, ID
Photos by John Nyren





Thanks for Reading!