

AirshowStuff

Magazine



Inside:

Alaska Airlines Aviation Day

MQ-4C Triton Rollout

NATO Tiger Meet

Malmen AB, Sweden

Indy Air Show

CWHM's Hamilton Airshow

Reports from the Field

and more!

July 2012

AirshowStuff Magazine

July 2012


Cover Photo

Pilots of the Canadian Forces Snowbirds fire up their CT-114 Tutors before performing at the Canadian Warplane Heritage Museum's airshow in Hamilton, Ontario. Photo by Ryan Sundheimer. For more on the show, see page 98.

- 06 Vintage Wings: Burbank Bash
- 10 Book Review:
Flying Carpets, Flying Wings
- 12 The Triton Emerges
Rollout of the MQ-4C
- 18 Aviation Day at Alaska Airlines
- 28 Swedish Aerospace Forum
75 Years of Saab Aerospace
- 90 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.

 @AirshowStuff  /AirshowStuff

 AirshowStuffVideos



A FUN NIGHT OUT DOESN'T HAVE TO MEAN A PAINFUL MORNING AFTER

WAKE UP HANGOVER-FREE WITH DRINK WINGMAN™
THE ULTIMATE ANTI-HANGOVER WEAPON



FIND DRINK WINGMAN™ AT:



amazon.com

WWW.DRINKWINGMAN.COM



Mark Hrutkay

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 talk with you!

This publication is copyright 2012 AirshowStuff LLC and may not be printed, edited, sold, or distributed without prior written consent. All photographic and textual works submitted and used in this publication remain property of their respective owners.

Thanks to those who contributed to this issue!

Joseph D Ahmad
Andy Backowski
Alan Barbor
Patrick Barron
Mark Hrutkay
David Jacobson
Steven King
Tom Lammens
Mark E Loper
Jonathan Loveless
Paul Mali
Ricky Matthews

Michael Misorski
Antonio Gemma More'
John Nyren
Michael Pentrak
Jean-Guy Pitre
Alan Radecki
Christopher Roberts
Eric A. Rosen
Fred Shabec
Pieter Stroobach
Dennis Vos

AirshowStuff Online Magazine Staff

Editors: Ryan Sundheimer
Anthony Richards
Chad Grosvenor

Coordinator: Chad Grosvenor

*If you can dress yourself,
And you like to fly,
You will love these.*

*Check out the AirshowStuff Store
for some awesome apparel!*





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 yesteryear's airshows and the new-fangled machines that graced the sky.

For more great vintage aviation photos, check back next issue or visit Alan's blog at:

VintageAirPhotos.Blogspot.com

Article by Alan Radecki

The greater Los Angeles area in the late 1920s was awash in small airfields; 58 to be exact. There were more legally licensed pilots in LA County than in any other county in the US, and it is estimated that 32% of all aviation revenue was generated in this region. It was the Golden Age of Aviation, and airports, as well as aviators, clamored for attention, business and supremacy.

Glendale's Grand Central Air Terminal, which opened in 1929, boast-

ed of the West Coast's first concrete runway. Not to be outdone, the nearby city of Burbank encouraged the construction of what was then called United Airport (today Bob Hope International), which was touted as "America's first multi-million dollar airfield". It was built and operated by the United Airport & Transportation Corp, the giant conglomerate that was later broken up to become Boeing Aircraft, United Airlines and United Technologies.

While the Grand Central Air Terminal's opening had been a big gala affair, Burbank's had to be bigger

and better. It was a three-day event, held on Memorial Day weekend 1930, and featured a series of air races (a total of five closed-course air races held over the three days, as air racing was much more popular sport then than it is today), as well as a mass appearance of Army aircraft, fitting since it was, after all, Memorial Day.

The entire 95th Aero Squadron and their Boeing P-12 "Pursuits" from March Airfield as well as the 11th Bombardment Squadron, flying Curtiss B-2 Condors and Keystone LB-7 Bombers from Rockwell

Field (today's NAS North Island, in San Diego) arrived on Saturday morning, May 30th, for massed fly-bys, as well as static display of their aircraft. Our photo shows some of these parked on the field after their arrival.

The festivities kicked off on Friday afternoon with the arrival of the two army squadrons, as well as the Goodyear blimp "Volunteer". Two class air races were held, and the evening finished off with an 8:30 pm "Dance on the Roof Garden, Terminal Building". While you wouldn't know it from exterior appearances, the core of the 1930 terminal building is still standing today as the centerpiece of the current terminal.

On Saturday morning, two additional squadrons of Navy planes arrived, and more races were held, including a two-plane-team relay race, in which a passenger had to dash from the first plane to a second waiting one after the first lap of

the race. A race for women pilots, as well as an unlimited class race was also held. The final event of the day, the William E. Boeing Trophy Race, was for members of the 95th Aero Squadron. At the end of the day on Sunday, all the Army and Navy planes formed up together in one giant departing formation.

This photo also gives an interest-

ing juxtaposition on the threshold of a crucial time in aviation history: the aircraft shown here in 1930, both the fighters and the bombers, are little changed in configuration and technology from how they were 15 years before, at the height of WWI. And yet a mere 15 years after this photo, there were jets flying through the sky.



Feel the Jet Noise! Smell the Smoke Oil! Relive the Thrill!

Every year we shoot dozens of hours of footage at some of the biggest aviation events in the country, all so you can take the action home with you! Whether its a specific show, on-board footage, or a special collection, you'll get some great footage that you'll want to play over and over.

Check out AirshowStuff's DVDs and bring the airshow to your living room!



Article by Alan Radecki

When one thinks of the rich history of the flying wing aircraft design, one name comes to mind: Jack Northrop. It was his passion to perfect the design that he believed was a "better" one that simply wouldn't let the concept die. Northrop worked for Allan Lockheed and then started three companies that carried his own name. The first became part of Boeing, the second part of Douglas and the third lasted and is alive and well today as Northrop Grumman.

But Jack didn't do it alone. He had a knack of surrounding himself with brilliant men who shared his passion. One of the first pilots to work with Jack was Eddie Beland, who in the 1920s mentored a bright, young flyer by the name of Moye Stephens. Recently, aviation historian and author Barbara Schultz published a new biography of Stephens, titled *Flying Carpets, Flying Wings*. Culled from hours of interview with Stephens before he passed away in 1995, the work is a fascinating glimpse into aviation of the 1920s and 1930s, and how Stephens helped build Northrop Aircraft.

Stephens gave up a promising career in law to pursue his own passion of the air, and along the way he worked as a stunt and movie pilot, and gave flight instruction to luminaries of that era including Howard Hughes and Allan Hancock. Beland also introduced Stephens to Allan Lockheed and several of the brilliant engineers who were working for him at the time, including

FLYING CARPETS, FLYING WINGS



THE BIOGRAPHY OF MOYE W. STEPHENS BY BARBARA H. SCHULTZ

Jack Northrop, Jerry Vultee and Cliff Garrett, all of whom then learned to fly under Moye's patient tutelage.

In 1990, when Barbara Shultz was doing research for her definitive biography of legendary aviatrix Panchito Barnes, she met and ended up

interviewing Stephens and his wife, and discovered that, as Barbara has said in a recent radio interview, "he is a person who contributed greatly to aviation, and his story was one of the important stories that needed to be told." Schultz uses her hours

of interviews of Stephens not to just gather information on his experiences, but to allow Moye to talk to the reader directly, to tell the story himself. Stephen's years of surviving the riskiest time of flying naturally left him with much wisdom on the trade.

For example, he told Schultz, "The flying game demanded payment for the favors it conferred. The fortunate gained a degree of skill and diligence; the inept, the reckless, and those abandoned by whatever gods guided their destinies paid the ultimate price. Pilots whose experience dated from the war years [ie, World War I] or earlier, played the game long enough to lose friends and acquaintances in fiery crashes. Each knew, without words, that the ineffable fulfillment binding him to

his calling was shared irrevocably by all. It set them infinitely apart from groundlings which, in the absence of an adequate means of expression, remained forever incapable of comprehending the substance of their bitter-sweet bondage."

In 1931, while flying as an airline pilot with TWA Stephens was approached by travel author Richard Halliburton, who was seeking someone to fly him around the world. Stephens jumped at the chance, and in a Stearman C-3B biplane they named "The Flying Carpet", the pair left on an 18-month adventure touring the world so that Halliburton could write about it.

In 1939, Stephens was one of three partners who joined together to form Northrop Aircraft. Jack Northrop had been frustrated at

Lockheed because he was unable to develop his own designs, and wanted a company where he could devote himself to designing state-of-the-art aircraft and leave the business end of things to others, such as Stephens. Besides helping with the business aspects, Stephens become Northrop's chief test pilot, and flew with the company into the 1960s.

Schultz's biography is an exceptional piece of aviation storytelling, turning what could be dry history into a compelling read that opens up a time when aviation wasn't nearly as limited by regulation or economics as it is today.

Flying Carpets, Flying Wings is available from Amazon, or Schultz's website.

www.PlaneMercantile.com

Moye Stephens sits in the Northrop N1-M flying wing, nicknamed the "Jeep", with Jack Northrop standing beside it. The N1-M has been restored and is on display at the Air and Space Museum's Stephen F. Udvar-Hazy Center in Virginia.



THE TRITON EMERGES



Article by Rebecca Amber - Courtesy Aerotech News and Review
Photos by Alan Radecki - Courtesy Northrop Grumman Corp



Greek mythology tells the story of Triton, a sea-god and the son of Poseidon. Northrop Grumman Aerospace Systems at Air Force Plant 42 in Palmdale made history on June 14, 2012 as they celebrated the roll out of a modern day Triton, the MQ-4C. The Triton is the first aircraft to be built under the Broad Area Maritime Surveillance Unmanned Aircraft System (BAMS UAS) program, and is a mari-

time derivative of the RQ-4B Global Hawk.

"Today marks a major milestone for the MQ-4C BAMS program," said Gary Ervin, President of Northrop Grumman Aerospace Systems, "that's attributed to the hard work and dedication of many of the professionals who collaborated across the United States Navy and the BAMS industry team... BAMS is the future of



maritime global intelligence surveillance, and reconnaissance.”

The aircraft unveiled is the first of three systems development and demonstration (SDD) aircraft that are currently being produced by Northrop. These Tritons will do the flight test work that eventually will lead to an order of 68 production aircraft. While the Triton is part of the Northrop Grumman Q-4 family of aircraft, it has some very distinctive differences that set it apart from its Global Hawk brethren. The first is a multi-function active sensor (MFAS) radar attached to the belly of the aircraft. Sitting in a dome-shaped radome which visually distinguishes the MQ-4C from the RQ-4B, MFAS will provide a 360 degree sweep in both maritime and air-to-ground modes.

The aircraft’s other major dis-

tinguishing characteristic is a ball-turret located under the nose of the aircraft housing high-grade still and full-motion video camera capabilities. The cameras are electro-optical and infrared, which will assist in auto-target tracking.

Other modifications have also been made to meet the unique requirements foreseen for this Navy aircraft, including anti/de-ice on the engine inlet and wing leading edges, as well as bird strike and lightning protection. The Triton will also be the first of the Q-4 family to use a “due regard” sensor system for detecting other air traffic, giving the aircraft the ability to interoperate with other aircraft in the same general airspace.

The Triton has a wingspan of 130.9 feet, which is wider than that of a 737 commercial airliner. It can

reach an altitude of 56,500 feet and travel at 331 knots for up to 24 hours at a time. Its maximum internal payload is 3,200 pounds, with an external payload of 2,400 pounds.

The concept of operations conceived of by the Navy for 21st century maritime surveillance gathering has the Triton working hand-in-hand with the Boeing 737-based P-8A Poseidon, the intended replacement for the venerable Lockheed P-3 Orion. Crews onboard the Poseidon will be able to task the Triton in its intelligence gathering, and the systems onboard both aircraft will be able to communicate with each other.

The first flight of the MQ-4C is scheduled for later this year and the Initial Operational Capability is scheduled for 2015.



AVIATION DAY AT ALASKA AIRLINES

Article and Photos by Anthony Richards

Try to remember a time, many years ago, when you were just a young kid in school either sitting through a presentation on my-parent-has-this-job or attending a career fair and going kiosk to kiosk wondering if any jobs will relate to your passion. You may recall the drroll explanations of what they all have done and what a typical day was like for someone in their line of work and thinking to yourself, "This doesn't sound like any fun." For the lucky few drudging up old memories, they may remember an exciting tale or two from some everyday heroes like firemen or soldiers, law enforcement officers or hospital nurses, and thinking, "That could be interesting." The even

luckier few might even remember getting to see the tools of a trade and the excitement of getting to rest their little hands on them. But for those like me, hearing about it isn't enough. A presentation can only give a glimpse into a career path, and apparently the fine folks at Alaska Airlines agree.

For the fourth year in a row, Alaska Airlines, partnered with Boeing and the Port of Seattle, hosted Aviation Day at their facilities at Seattle-Tacoma International Airport (Sea-Tac) as a means of giving a hands-on, real-world experience as to what careers there are in the aviation industry, and to inspire future aviators and mechanics.

Throughout the day, the kids

split up into several groups and cycled through different stations, from the campus classrooms and training facilities to the airport hangar where numerous aircraft were parked. Many local Boy Scout troops, seeking to earn an Aviation Merit Badge, participated alongside young aviation enthusiasts from the community.

Students and chaperones were treated to courses on in-flight tracking and monitoring using real traffic overhead and within Seattle Center's airspace, a work-out in the Flight Attendant Training Area where they were taught to disarm an aggressive passenger, how to evacuate an entire aircraft of passengers by means of the inflatable

slide in under 90 seconds, and how to properly extinguish a fire with the onboard equipment.

Groups were allowed into the simulator area where they boarded a stationary module and toured the multiple computer control rooms for those simulators. Pilots using the simulator would go through an exhausting ten day ground school alongside six days of sim training where they were put through multiple scenarios to better prepare them for possible cockpit troubleshooting and problem-solving.

Once a group had completed their academic training in the main campus, they were bused over to the maintenance hangar to see real examples of aircraft. Once there,

they cycled through stations set up to teach pre-flight walkthroughs and engage students in wooden aircraft flight competitions. On the ramp outside were two Boeing 737s from Alaska Airlines, a cross-section of a CFM56-7 powerplant, and a display of warbirds from the Historic Flight Foundation in Everett, WA, including their B-25D Mitchell "Grumpy" and AT-6 Texan.

It is important to note that this event was held all day at an international airport and at a major airline's maintenance hangar; while the students were out looking over the aircraft and touring the 737s, Sea-Tac was still at full function. International flights taxied right by as they arrived and departed! As if

that wasn't cool enough, the Port of Seattle hosted a tour of the airport via a shuttle bus, which visitors would board at the hangar ramp to be driven completely around the airport, sometimes right alongside departing aircraft filled with passengers looking back. And if your timing was right, you got to enjoy watching a heavy airliner accelerate right above you as the bus passed the end of the runway.

The guide pointed out several wooden T-shaped perches placed there to give raptors, mainly red-tailed hawks, a place to land and search for prey rather than soaring into the flight paths. There were also a few bird traps designed to safely allow small birds like starlings









Advertise Here!



Reach a large audience of airshow and aviation enthusiasts by advertising in AirshowStuff Magazine! We offer a variety of sizes at prices that will fit your budget. Contact Ryan at RS@AirshowStuff.com today!

to enter but not fly out. Some were even fitted with a larger bird catcher above them to trap hawks that went after the smaller trapped birds below. When a hawk is caught, the trap is set to call two airport operations employees' cell phones with the trap's coordinates to alert them which trap has been triggered. From there, they will retrieve the bird and release it up in the Skagit River valley up north.



Alaska Airlines' Aviation Day is a unique experience for youth interested in learning more about careers in aviation and how an airport and airline operates, as well as a chance for those participating to see it all in action and sometimes become a part of it. In my opinion, there is no better way to educate someone on a career field than to give them such an experience, and

I believe the students would agree. After all, not a single one could stop talking about what they'd done even as they got on board the last bus from the hangar to take them back to their parents and homes.

I'd like to thank Tom Rogers for

granting me access to the event as well as Alaska Airlines, the Boeing Company, and the Port of Seattle for putting this whole day together. For more information on next year's Aviation Day, visit:

www.AlaskaAir-AviationDay.org



SWEDISH AEROSPACE FORUM



75

YEARS OF
SAAB
AEROSPACE



*Article and Photos
By Paul Mali*

On the 3rd of June, the Swedish Air Force and Saab Aerospace put in a lot of effort to give the audience a good show. The small foreign contingent was top notch. The Danish Air Force joined the

static show with a Challenger and a Fennec. The Finnish Air Force participated in a spectacular way with a flying demonstration of their new NH90TTH. Except for the Czech Air Force, all JAS-39 Gripen operators were present.

The biggest stars of the show were the Gripens of the South African Air Force and the Royal Thai Air Force. The South Africans kicked off the show with a solo display of their Gripen. This was followed





by a formation of nine Sk60s and a four-ship of JAS-39C/D Gripens. The locally-based helicopter squadron showed their capability with a "tactical attack" demonstration. Two HKP14s (NH-90s), two HKP15s (A-109s) and two HKP16s (UH-60M Blackhawks) flew in troops, provided support fire, evacuated the wounded, and picked up the troops. It was spectacular!

Almost all of the aircraft of the Swedish Air Force Historic Flight participated in the show. Since 1998, the SwAFHF has operated almost every Saab designed fighter aircraft flown by the Swedish Air Force. The inventory currently consists of the Saab B17, J29 Tunnan, J32 Lanser, J34 Hunter, J35 Draken and the Sk60 training aircraft. In March of 2012, SwAFHF got their latest Cold War fighter, the Saab AJS37 Viggen.

Team PC-7 of the Swiss Air Force (a future user of the Gripen) proved that everything the Swiss do must be perfect. The display started with a perfect taxi to the runway that was actually the most beautiful part of their excellent display.

With the solo display of a Swedish Gripen, the day came to an end. Despite the bad weather during the flight display it was a very good show with many great participants. The next show at Malmen is scheduled for 2014; don't miss it!







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!

NATO Tiger Meet - Oerland MAS, Norway
Photos by Pieter Stroobach







Virginia Beach Patriotic Festival
Virginia Beach, VA



Jonathan Loveless



Jonathan Loveless



Andy Backowski



Jonathan Loveless

Jonathan Loveless



Andy Backowski



Jonathan Loveless



Andy Backowski



Andy Backowski



Jonathan Loveless



Jonathan Loveless

Andy Backowski



Andy Backowski







Andy Backowski
Andy Backowski



Jonathan Loveless
Jonathan Loveless









Alan Barbor



Michael Misorski

Alan Barbor

Fred Shabec

Michael Misorski

Eric Miller



Eric Miller



Fred Shabec



Chad Grosvenor



Chad Grosvenor



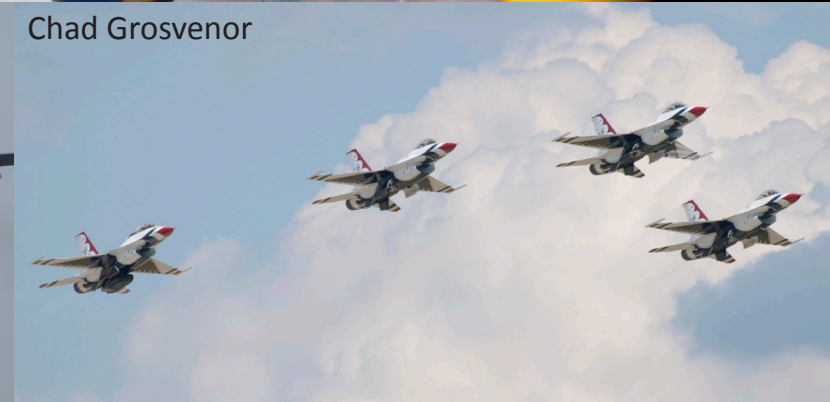
Alan Barbor



David Jacobson



Chad Grosvenor





Alan Barbor
David Jacobson



Alan Barbor



Fred Shabec



Alan Barbor



Fred Shabec



David Jacobson
Fred Shabec



Fred Shabec



Alan Barbor
Alan Barbor



Alan Barbor
Alan Barbor



Fred Shabec



Michael Misorski



Thunder on the Lakeshore - Manitowoc, WI
Photos by Michael Misorski







Wings Over Gillespie - El Cajon, CA

Photos by Christopher Roberts





Golden West Regional Fly-In - Marysville, CA
Photos by Mark E Loper







CFB Borden Airshow - CFB Borden, ON

Photos by Jean-Guy Pitre



EAA Chapter 55 Dawn Patrol Fly-In - Mason, MI

Photos by Michael Pentrak



Danish Airshow - RDAF Aalborg, Denmark

Photos by Pieter Stroobach







**30 Years Jubilee Celebration
NATO AB Geilenkirchen, Germany**



Tom Lammens
Tom Lammens



Pieter Stroobach



Tom Lammens



Pieter Stroobach
Pieter Stroobach



Dennis Vos



Dennis Vos
Dennis Vos



Pieter Stroobach



Tom Lammens



Pieter Stroobach



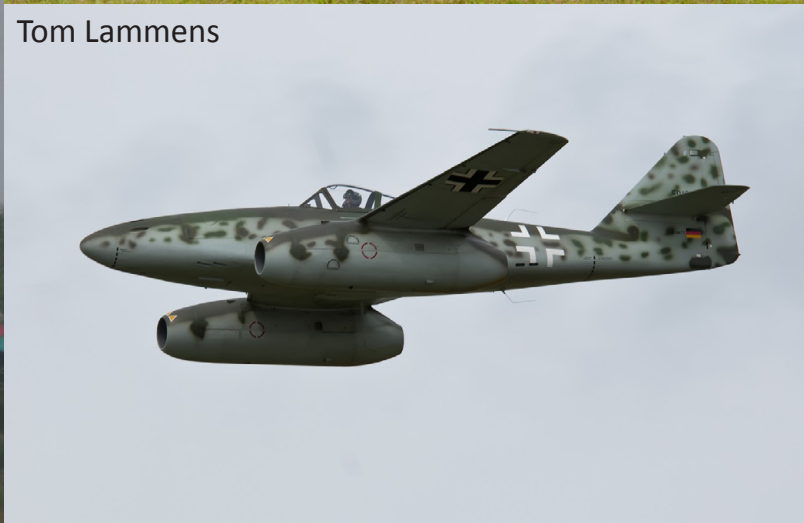
Dennis Vos



Tom Lammens



Pieter Stroobach



Dennis Vos



Hamilton Airshow - Hamilton, ON



Ryan Sundheimer
Ryan Sundheimer



Jean-Guy Pitre



Shawn Yost
Ryan Sundheimer



Jean-Guy Pitre



Patrick Barron



Patrick Barron





Patrick Barron



Patrick Barron



Patrick Barron



Patrick Barron

Joseph D Ahmad







Ryan Sundheimer



Patrick Barron



Patrick Barron



Shawn Yost



Shawn Yost



Ryan Sundheimer



Ryan Sundheimer



Ryan Sundheimer



Jean-Guy Pitre



Patrick Barron



Jean-Guy Pitre



Ryan Sundheimer



Joseph D Ahmad



Ryan Sundheimer



Patrick Barron



Patrick Barron



Patrick Barron
Joseph D Ahmad



Ryan Sundheimer



Shawn Yost
Ryan Sundheimer



Shawn Yost



Patrick Barron

Ryan Sundheimer



Wings Over Gaylord - Gaylord, MI

Photos by Michael Pentrak



Belgian Defense Days - Florennes AB, Belgium



Dennis Vos



Tom Lammens



Pieter Stroobach



Dennis Vos



Dennis Vos



Tom Lammens



Pieter Stroobach



Tom Lammens



Dennis Vos



Dennis Vos



Dennis Vos



Tom Lammens



Pieter Stroobach



Pieter Stroobach



Pieter Stroobach



Tom Lammens



Pieter Stroobach



Tom Lammens
Tom Lammens



Tom Lammens
Tom Lammens



Tom Lammens



Tom Lammens



Tom Lammens



Tom Lammens



Tom Lammens



Tom Lammens



Pieter Stroobach



Dennis Vos



Tom Lammens



Dennis Vos



Dennis Vos



Tom Lammens



Tom Lammens



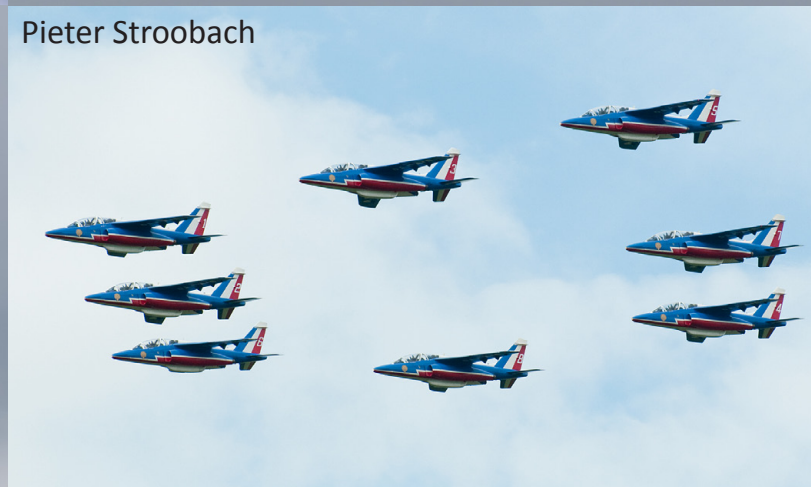
Dennis Vos



Tom Lammens



Tom Lammens



Pieter Stroobach



Tom Lammens



Tom Lammens



David Jacobson
John Nyren



John Nyren
John Nyren



John Nyren



David Jacobson



John Nyren





Ryan Sundheimer



Michael Misorski



John Nyren



John Nyren



Michael Misorski



John Nyren



John Nyren



John Nyren



Ryan Sundheimer



John Nyren



John Nyren



Patrick Barron



Ryan Sundheimer



Ryan Sundheimer

Patrick Barron



Patrick Barron



Ryan Sundheimer



Patrick Barron



Patrick Barron



Ryan Sundheimer



John Nyren



John Nyren



John Nyren



John Nyren



John Nyren

Michael Misorski



John Nyren



Ryan Sundheimer



Ryan Sundheimer



John Nyren





Ryan Sundheimer



Patrick Barron



Patrick Barron



David Jacobson



Ryan Sundheimer



David Jacobson



John Nyren



Ryan Sundheimer

EAA Chapter 77 Dawn Patrol Fly-In - Flushing, MI

Photos by Michael Pentrak







American Heroes Airshow - Lake View Terrace, CA

Photos by Eric A Rosen







Thanks for Reading!