

AirshowStuff

Magazine



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USS Yorktown
Planes of Fame
March Field AirFest
Wings Over Whiteman
KADEX 2012
Reports from the Field
and more!

June 2012

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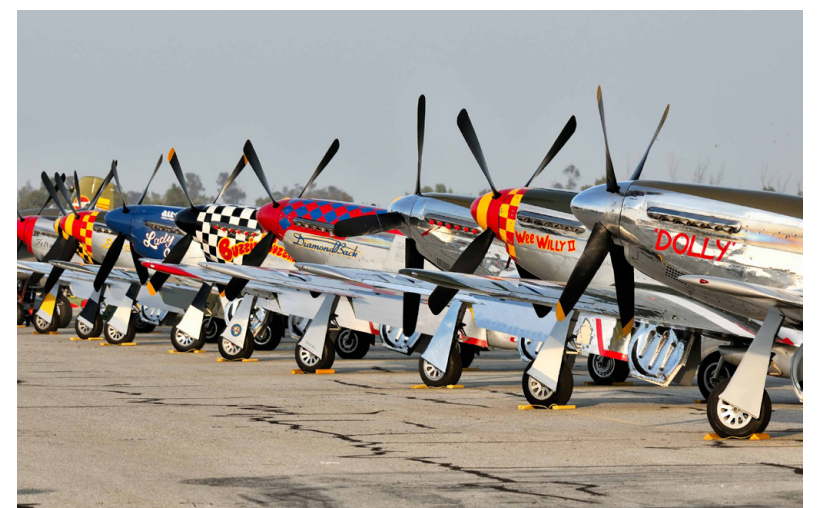
Cover Photo

A P-38 and P-40 in formation over Southern California before the Planes of Fame Airshow in Chino. Photo by Matt Shinavar. For more on the show, see page 20.

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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!

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GUARDIANS OF THE GATEWAY TO THE AIR FORCE

Article by Alan Radecki



Lackland Air Force Base, just to the west of San Antonio, Texas, is known as the "Gateway to the Air Force"; it serves as a major training base, that just about all new USAF personnel have to transit through.

Lackland has, for years, cultivated a large collection of static display aircraft which have been

located at different places around the base, and most of which today line the perimeter of the base's parade grounds. It's thus no real surprise that when one of the new arrivals wanted to send a photo back home to his parents or buddies, the old planes were a natural backdrop. Snapshots from the 1950s of three

of Lackland's aircraft are featured in this issue.

The first is B-17G 44-83512, which was installed sometime before 1956 and for a time was painted to represent the B-17 "Princess Pat", (at least one source says that it was also displayed as "Sentimental Journey" for a time) but has since been

repainted as "Heaven's Above".

Though it isn't entirely clear when P-47N 44-89348 was put on display, one of the two images of it is dated June 1951; the other showing it without a cement border was probably shot even earlier. At least six N-model Thunderbolts have survived, three (including 348) are on

display, two are airworthy, and one more is being restored. The back of the 1951 photo has some extensive notes hand-written in blue ink which read:

"Saturday, June 23, 1951, Lackland Air Force Base, San Antonio, Texas.

This is a picture of the F-47 Thun-

derbolt. It's said to go over 500 mph. In 1945, this fighter was the only plane of its type to exceed 500 mph. It's a long-range fighter-bomber. It was used in European Theater + Pacific. Armament consist of 8 - 50 cal. machine guns, 10 rockets + 2 - 2000# bombs. Gross Wt. with auxiliary belly tank is approx 16,000 pounds."

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:

VintageAirPhotos.Blogspot.com



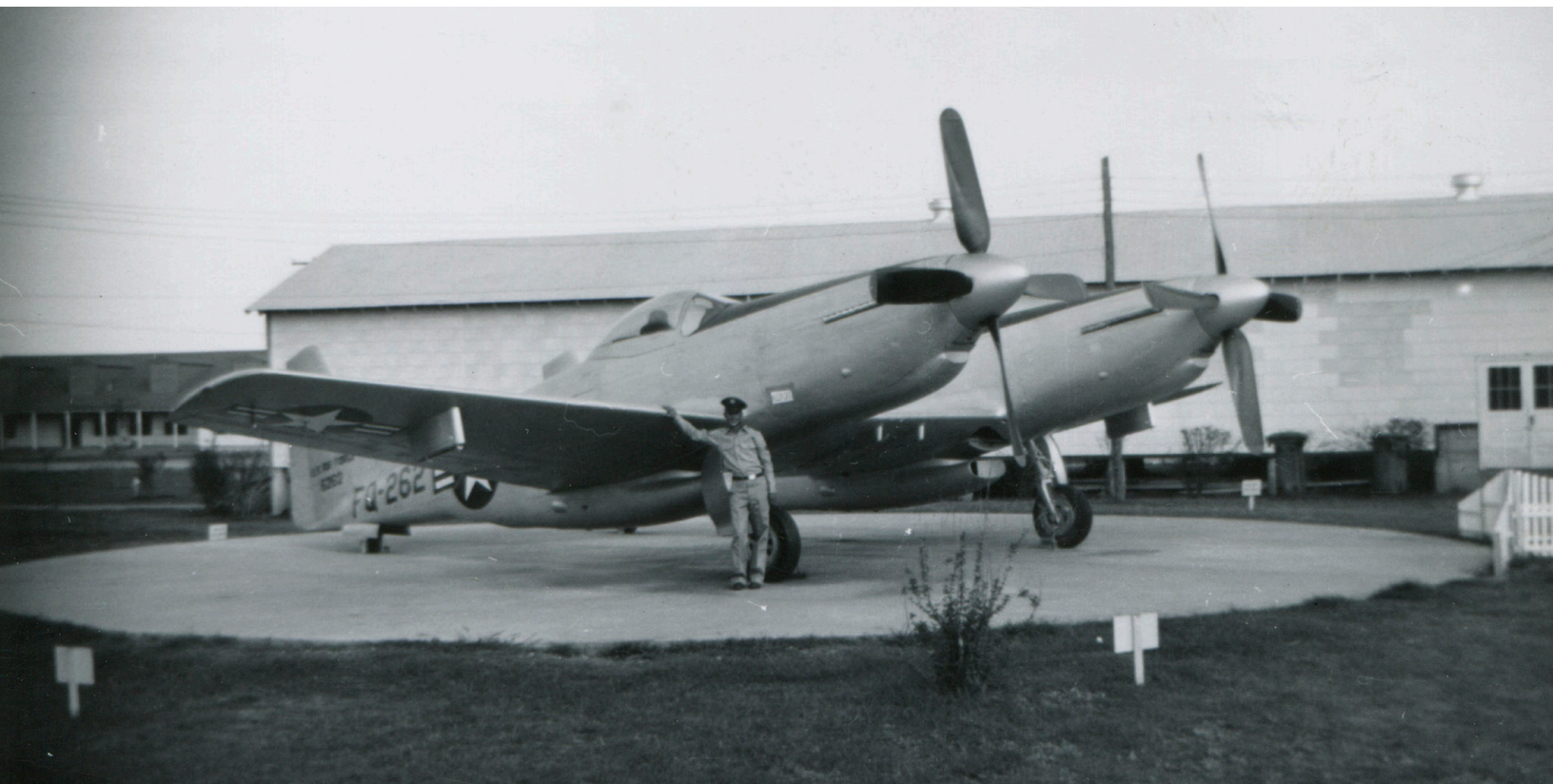


Possibly the rarest of the aircraft on display at Lackland is P-82E 46-262, which was once one of two Twin Mustangs on display at Lackland. The other, 44-65162 was restored to flying condition by the CAF and flew at airshows until it suffered a gear-up landing. After much legal wrangling, the Air Force took it back

and it currently sits, only partially complete, in storage at Dayton. Out of the five surviving P-82s, there are only two complete airframes, 46-262 and P-82A 44-65186, which resides at the National Museum of the US Air Force in Dayton.

The back of the photo above reads: "Taken Saturday June 23,

1951 Lackland Air Force Base, San Antonio Texas. This is a picture of me next to a twin Mustang. It's said that this plane goes very fast." Today, the P-82 is painted in night-fighter black, and the decades of outdoor storage have taken their toll on its condition.



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USS YORKTOWN PRIDE OF THE PACIFIC

Article and Photos
By John Nyren



Patriots Point Naval and Maritime Museum in Mount Pleasant, SC, home to the *USS Yorktown* (CV-10), is a great place to explore a wealth of seagoing history. The second of twenty-four *Essex*-class carriers is the centerpiece of this picturesque location, which also features the Destroyer *USS Laffey* (DD-724), a Vietnam era Naval Support Base, Cold War Submarine Memorial, and a gift shop with adjacent snack bar. The 322-foot diesel powered submarine, *USS Clamagore* (SS-343) is also part of the site; however, she is not currently available for touring.

The *Yorktown* offers a considerable amount of access below decks, available on four of the six self-guided tours, making this museum among the best for experiencing what life was like aboard a World War II era floating airport. There

are currently twenty-six aircraft displayed: twelve on the flight deck, ten on the hangar deck, and four additional helicopters on the grounds of the "Somewhere in South Vietnam" Naval Support Base. The Hangar Deck also features the Congressional Medal of Honor Museum, a flight simulator, cinema, information desk, and other visitor amenities.

USS Yorktown was commissioned on April 15th, 1943. Her keel had been laid down just over seventeen months earlier as construction began on the *USS Bon Homme Richard*. After the loss of the original carrier *USS Yorktown* (CV-5) in the June 1942 Battle of Midway, it was decided to rename the new carrier in her honor. She was christened by Eleanor Roosevelt, as was CV-5.

CV-10 first saw action against

Marcus Island on August 31st, 1943. Remaining in the Pacific until after the Japanese surrender, she went on to earn eleven Battle Stars and a Presidential Unit Citation for her participation in the Second World War. After the war, *Yorktown's* aircraft dropped supplies to U.S. troops previously held in Japanese P.O.W. camps. She made several journeys, transporting military personnel home to America's West coast.

In 1947, the carrier was placed in reserve status until her 1953 re-commissioning. She would go on to earn an additional five Battle Stars for action in Vietnam. *Yorktown* served as a platform for the movies "Jet Carrier" and "Tora Tora Tora". The Apollo Eight capsule and astronauts were recovered by CV-10. She transited the Panama Canal, rounded Cape Horn, and toured several

Northern European countries, all before retiring in the early 1970s. Although it would be impossible to recount the ship's entire history in a daylong visit, there is much that will be learned throughout the many tours offered.

A pier, appropriately decorated with U.S. Flags, leads out to the 890-foot long carrier. Once inside the hangar deck, visitors will find clearly marked signs, indicating the starting points of the different tours.

Tour one (living and working areas) begins at the starboard aft section of the ship. Descending one level to the chief petty officer's mess, visitors have a unique opportunity to experience an "authentic Navy style luncheon." This occurs each Tuesday through Saturday from 11:00 am until 2:00 pm. Tables are set up in the mess area for

dining during this time, and guests can order food.

Continuing on through various living quarters, this tour passes a "Freedom Shrine" featuring documents from our county's founding. There is a shipyard generator display, torpedo workshop, crew berthing, bomb elevator, crew's mess, a dental facility, and vegetable preparation area; all before reaching the point where tour two splits off from the first route.

The second tour covers the engine and fire rooms. After a brief descent, visitors reach the area containing the controls for the outboard engines (one and four). Steam turbines, propeller shafts, and related machinery are displayed in this well-maintained exhibit. There is plenty of original equipment on hand, and that familiar smell of 1940s era oil

is detectable, adding to the experience.

Ascending from the engine room, tour one is rejoined in the vicinity of the bakery. There is a comprehensive exhibit on Merchant Marine ships, as well as an aircraft elevator machinery room and sick bay.

Since there is so much to see below decks, the museum has wisely inserted the topside "flight deck and bridge" option between the four tours that take place beneath the hangar deck.

Starting out on the third tour, one passes through the CIC (Combat Information Center). Climbing upwards, the tall Island structure containing the navigation bridge, flag bridge, chart room, Captain's at-sea cabin, and other areas is accessible for those interested in see-



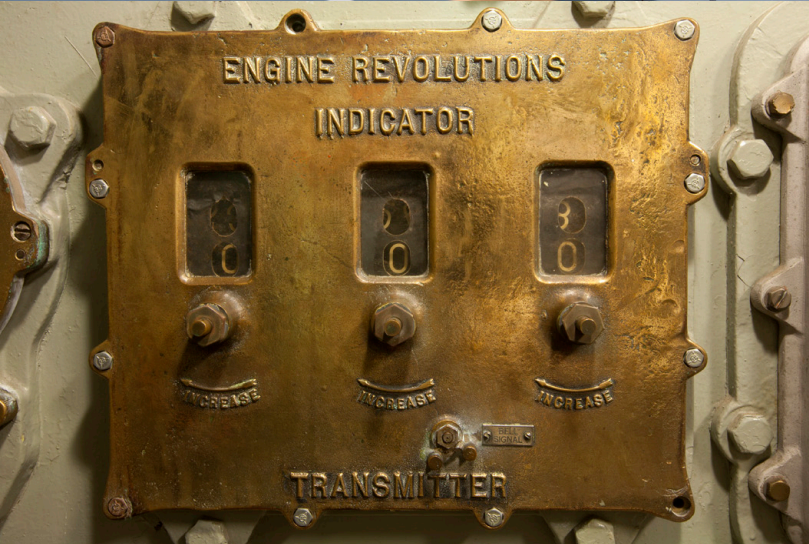


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ing this prominent feature of the ship.

The flight deck itself has twelve aircraft displayed. Although weather has played its part in the present condition of the exposed dozen, they are an important part of naval aviation history, nonetheless. These aircraft include a Grumman F-14A Tomcat, Grumman S-2 Tracker, Douglas A-4C Skyhawk, Grumman A-6E Intruder, Lockheed S-3B Viking, Douglas EA-3B Skywarrior, Vought F8K Crusader, Grumman E-1B Tracer, McDonnell Douglas F/A-18A Hornet, Vought A-7E Corsair II, McDonnell Douglas F-4J Phantom II, and a Sikorsky SH-3G Sea King.

Further details of each particular airplane are depicted on adjacent signs throughout the flight deck. The S-2E Tracker's tail hook has hold of the "number three wire,"

simulating a carrier trap landing. The A-7E Corsair and F-4J Phantom II are in launch positions along the port and starboard catapult tracks, respectively.

Returning below decks for tour four (ship's memorials and models), there are some excellent displays of various Naval ships. The first section covers World War Two escort carriers. A pilot ready room, resembling one aboard the *USS Monterey* (CVL-26) is adjacent to the escort carrier section.

The fourth tour also includes a room dedicated to the first carrier *Yorktown*, CV-5. There is a room displaying historical items from the *USS Ticonderoga* (CV-14) just before the battleship section. A large model of the Imperial Japanese Navy's battleship *Yamato* and a sixteen-inch projectile are featured in this

area. *USS Missouri* (BB-63) has her own section outlining her storied past. This tour concludes with a detailed exhibit on various World War Two cruisers.

Tour five (wardroom and brig) features displays about *USS Yorktown's* days in service. Although CV-10's first action on Marcus Island is not one of the most talked about battles in the Pacific, it has significance. This was an important test of air operations in multi-carrier formation, as it introduced the new *Essex*-class carriers, *Essex* and *Yorktown*, along with new *Independence*-class CVL's. The Grumman F6F Hellcat fighter was first used in this battle, as well.

Moving on through "officer country," the port side catapult machinery can be seen up close, before entering the bomb fusing and

rocket assembly area. There is a warrant officer's mess, with a piano and vintage television, on the way to the brig. This tour ends at the soda fountain and ship's store, before climbing back up to the hangar deck.

Although the hangar deck is not depicted as one of the six tours, one could spend hours in this area and still not see everything! This level is divided into three hangar bays. Starting from the bow, hangar bay #1 has four aircraft displayed; a Grumman F4F Wildcat, Douglas SBD Dauntless, Boeing N-2 Stearman Kaydet, and a full scale replica of the Wright Flyer. Tour six (Charleston Naval Shipyard Museum) starts from the forward port side corner of bay 1. This is also where the cinema is located.

Hangar bay #2 features five vin-

tage airplanes in excellent condition; a Grumman TF-9J Cougar, Douglas AD-4N Skyraider, Grumman F6F Hellcat, Goodyear FG-1D Corsair, and a Grumman TBM Avenger.

Hangar bay #3, where most visitors enter the museum ship, features two additional aircraft; a North American B-25 Mitchell, and a Gyrodyne QH-50 D.A.S.H Anti-submarine warfare drone helicopter. This is also the location of the Congressional Medal of Honor Museum and information desk.

Although Patriots Point's other features are beyond the scope of this series on aircraft carrier museums, one should certainly take the time to visit all that is available during the trip out to Mount Pleasant's prime destination. The dedication of the staff is evident throughout this National Historic Landmark.

You will want to arrive early to catch the morning sunlight on the *Yorktown's* starboard side. There is a great opportunity to see the carrier from an elevated vantage point, as the modern Ravenal Bridge has a superb pedestrian/bicycle walkway that offers spectacular viewing areas. This would be a perfect activity for after-hours, as parking for this side-trip is close by. Harbor tours also leave from Patriots Point, offering broadside views of the carrier.

The friendly parking attendants are happy to permit re-entry, should you need to leave the grounds for any period during museum hours. Nearby Charleston has many accommodations, restaurants, and activities to offer, making this a perfect destination for just about anyone.

www.PatriotsPoint.org



PLANES OF FAME 2012



Article by Mark Hrutkay

Chino is the center of the warbird universe, and every May there is an airshow there which is the major fundraiser for the Planes of Fame Air Museum. This year the show pleased about 35,000 people each day. Watching them, I'd say it REALLY pleased them. On the field are two museums, the Planes of Fame Museum and the Yanks Air Museum.

Planes of Fame is the organization that started it all, or more properly its founder Ed Maloney invented the concept of a museum dedicated to preserving flying historical (mostly WWII) aircraft, long before having such aircraft were "cool". The Yanks Air Museum is also on the field and while their aircraft are "flyable", none seem to ever fly. The collection that they have is nothing short of amazing, and contains examples of just about every US fighter from

WWII as well as many other aircraft. In a single day you can see more rare flyable WWII aircraft on this field than you can anywhere else in the world.

The theme for this year's show was the Doolittle Raid (as with many shows this season) and they did have several B-25s flying. However, it's what they don't advertise that makes it a great show. They had eleven P-51s, four Avengers, three Zeros, two P-38s and more. As

usual, there were other unique aircraft which would be the center of any show and at Chino, they are just some more planes on the field.

One of the Zeros belonged to Planes of Fame; NX46770, which still has the original Nakajima Sakae engine installed. The Commemorative Air Force brought NX712Z, which was recovered from New Guinea and is powered by a Pratt & Whitney R1830 engine. Last was NX553TT, which was part of the Santa Monica

Museum of Flying and is currently based in Mojave, CA. It too is powered by a P&W R1830. The Zeros did quite a few formation passes, including several being followed by a P-38, P-40 and P-51.

Another rare (the ONLY one surviving of four built and it's still flying) aircraft to fly was the Northrop NM-9B flying wing. This was the last of the NM-9s that were used as 1/3 scale test aircraft for the B-35 program. I've seen it fly before and

there is simply no way to describe it. It's worth the trip to the show just to see it fly.

As with most airshows, there were aerobatic routines. Stewart Dawson flew Rod Lewis' Tiger Cat in an acro display every day. This aircraft is a former resident of the Kalamazoo Air Zoo as was the Bearcat, N9GL, that came in from Arizona for the show. Brian Sanders demonstrated the airflow from his wingtips with the Sea Fury "Argo-





Matt Shinavar
Mark Hrutkay



Matt Shinavar
Sean Sydnor



Eric A Rosen



Christopher Roberts





Sean Sydnor
Mark Hrutkay

naut" and Sanders Smoke Generators. They also brought down the 4360-powered T Mk.20 Sea Fury "Dreadnaught". Hartley Folstad and Margaret Stivers of Silver Wings Wingwalking did their amazing routine. Rob Harrison, the "Tumbling Bear", flew his Zlin 50LX in his acro routine as did Sean Tucker in the Oracle Challenger, which was newly built for this season.

Another outstanding display was put on by the F-86 and the MIG-15. That's a demonstration that you rarely see anymore. Even when it was done by others it was rare sight because of the cost of getting those two jets in to the show for a performance. With Jet A past the \$6/gallon mark in a lot of places, combined consumption approaching 1000 gallons an hour and with maintenance on top of that, it pretty much elimi-

nates that demo. Airshow sponsors simply can't afford it. Now if you happen to have a beautiful F-86 and the world's most experienced F-86 pilot (Steve Hinton Sr.) and a nice MIG-15 and a superb MIG-15 pilot (Chris Fahey) on the field where you are doing the show, you can do the demo at a reasonable cost. So they spent about 15 minutes each day, dogfighting and making photo passes. To me, it was one of the high points of the show. For the rest of the season I'm not going to be seeing that again.

There was the Heritage Flight, which generally doesn't generate a lot of interest with me, but here we had one with an F-4 Phantom II. This particular Phantom was painted as Robin Olds' "Scat XXVII" and it flew with a different formation each day, consisting of P-51s and a P-38. The Phantoms don't have a lot of time left in service and you need to really enjoy them while they are here.

There were lots of static aircraft on the field. One in particular was the EC-121 Connie from Yanks Air Museum. They brought it over and had it open for tours. It was recently flown into Chino to be added to their collection (see our February 2012 issue for more). The Yanks Museum has an example of most of the aircraft you would want to see. Every major WWII Army and Navy fighter is there as well as quite a few biplanes and jets. All are restored to "flyable" condition, although they rarely fly. The Yanks Museum is probably one of the best kept secrets in the world of warbirds.

Also on display was a Yokosuka D4Y3 "Judy" Japanese dive bomber. Planes of Fame is in the process of restoring it to "taxiing" condition. It is one of two left in the world; the

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Sean Sydnor



other is in Tokyo. The P-59 was out on the line next to the Judy. It looks better every year, and from what I've heard it's close to being able to enter a flight testing program once proper funds are raised. When it finally flies, it will put the Planes of Fame collection into another separate class of museums, since there are simply no others out there.

There were two spectacular aircraft that really 'shined'. Stephen Grey had a P-40C that was finished in prewar colors of polished aluminum and a striped rudder. This aircraft was a reminder of how all the fighters looked back in WWII when they came out of the factory. Words don't do it justice. Another one

was in the back of Allied Fighter's hangar. They have a P-51D N7722C and a P-38L, as well as a second P-51 project. Last year the project was out on the ramp at the show and showed signs of being the best P-51 restoration ever. This year, it was in the back of the hangar about ready to fly and it simply is THE best P-51 restoration ever. If you ever wanted to see a new P-51, this is it. Both of these airplanes were worth a trip to the other side of the country to see them in person.

I've been going to the Planes of Fame Airshow for six years now. It's like a pilgrimage, a holy quest or something even more serious. If you have never been to Chino, this

is the center of the warbird universe. Planes of Fame is the place where it all started and its founder Ed Maloney is the man who did it all. If you can't make it during the show, come and see the museum. More interesting aviation happens there in a day than most of us see in the entire year. Thanks for the show guys.

I'd like to thank Steve Wallace, the Marketing and Development Director at Planes of Fame, for allowing myself, Eric Rosen and Matt Shinavar access to the Planes of Fame Collection and the San Bernardino County Airshow. The Planes of Fame Museum is online at:

www.PlanesOfFame.org



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KADEX

AIRSHOW ON THE STEPPES



Article and Photos
By Pieter Stroobach

May 2012 saw the second ever Kazakhstan Armed Defense Expo (KADEX), held at Astana International Airport from the 3rd through the 6th. The VIP unit of the Kazakhstan Air and Air Defence Force (KAADF) is located at the airport, and their portion of the field was used for the show. The biannual event is intended to demonstrate the capabilities of the Kazakh armed forces and defense industry. Kazakhstan is one of the few countries which hit the jackpot since the fall of the Soviet Union; large oil reserves have been found in the last two decades. Kazakhstan gained its independence in the turmoil of 1991/1992 and has since organized a very credible air force based on its share of the ex-Soviet Forces. Although jets are no longer around in the large quantities they once were, the stra-

tegic bombers (Tu-95 and Tu-160) have been traded in with Russia for more modern fighters (MiG-29 and Su-27). Several arms factories remain in Kazakh territory, including the one for the T-72 tank, an improved version of which is still in production. In the last few years, a number of new defense enterprises

have started in the country. One example is the recent cooperation between KAE and Eurocopter to assemble EC-145 helicopters, the first of which are already flying.

The KADEX is a four day event with the first two days used for business purposes and the last two days being open to the public. Nowadays

shows in the former Soviet states are usually a mix of a few Eastern Bloc types in somewhat of a sorry state and lots of modern fighters and transports from western suppliers. However, that is not the case in Kazakhstan. There are not very many air forces anymore that have the luxury of five different types of

front line fighters; spotters were pleased to see a not-so-ordinary lineup of a Sukhoi Su-25K Frogfoot, Mikoyan Gurevich MiG-27 Flogger, Mikoyan Gurevich MiG-29 Fulcrum, a Sukhoi Su-27 Flanker and a Mikoyan Gurevich MiG-31 Foxhound, all in excellent condition. Additionally, most aircraft sported a very nice

tactical camouflage pattern and not the boring NATO grey that is so common these days. The Soviet-era helicopters in attendance (Mil Mi-17 Hip, Mil Mi-26 Halo and Kamov Ka-32 Helix) were all well maintained, but their future is bleak as there are clear signs that the Soviet designs will go out of fashion in the coming years. Eurocopter has sold 50 Eurocopter EC-145s to the KAADF and the Ministry of Emergencies, with the first six already flying. Apart from that, Eurocopter did good additional business during this year's KADEX with the sale of 20 EC-725 Caracans, the latest incarnation of the SA.330 Puma. Another sign of things to come was a Lancair IVB, built by Kazakhstans ZKMK, with a KAADF roundel. Airbus scored even before the show with the sale of two C.295 Persuaders as replacements for the Antonov An-26 and it is likely that more orders will follow.

The flying program was part of the demonstration of the armed forces of Kazakhstan. Opening the show were several tanks, followed by different types of armored vehicles which rode along a specially laid out track while firing blank rounds. This was followed by an infantry drop from Mi-17 and EC-145 helicopters to simulate an assault on the track. The first of the jet displays were two MiG-31s; not an everyday sight! Unfortunately it was only one pass. A display team of six Aero L-39C Albatrosses followed. This reliable trainer of Czech origin was the standard basic jet trainer of the Soviets and is still in use by many nations all over the world. Next came a couple of MiG-29s (a single and a dual seater) with a number of high speed passes followed by a demo team of four Su-27s (two singles and two duals) which put on



a very impressive show that ended in a flare frenzy. This portion of the show ended with some firefighting demos, but I'm not sure if that was intended or due to all of the flares setting the steppes on fire by accident.

Next were some demonstrations of other aircraft which were there for the show. Basic Lancair trainers put on a gentle demonstration of the aircraft's capabilities. A new version of the Fulcrum, the MiG-29M2 was there to raise interest as a replacement for the current in-service version. An Airbus C.295 flew a demo and familiarization flights. Even an Antonov An-74 was present and showed its remarkable short take off and landing (STOL) capabilities. This type is not seen very often in the West. The placement of the engines on top of the wing gives the aircraft good maneuver-

ability - great for an airshow!

An added bonus for those who stayed after the show was the chance to see the fighters leave, which gave ample photo opportunities. All in all KADEX 2012 was a very good show. Given the rarity of the aircraft present and the unknown

KAADF, it is a show well worth a visit despite some rough edges. Spotting is clearly not a big thing in Kazakhstan, but there were plenty of nice opportunities for even the most spoiled spotter. For those with an interest in Russian aviation this show is a must!





MARCH FIELD AIRFEST

THUNDER OVER THE EMPIRE

Article by Eric A Rosen

Every two years March Air Reserve Base, home to the Air Force Reserve Command's 4th Air Force (4 AF) Headquarters and the 452nd Air Mobility Wing (452 AMW), holds the Thunder Over the Empire Air Show. This year, the show was so popular with the general public that they had to close the base gates on the Saturday of the show due to parking being over capacity. This year's show featured two jet demonstration teams, the USAF Thunderbirds and the Patriots, along with numerous civilian, aerobatic, warbird, and military displays.

The show opened in traditional

fashion with skydivers descending to the national anthem; it was a great sight to see the colorful parachutes and the American flag trailing one of the skydivers in the clear blue skies and warm sunshine. While the skydivers were checking their gear after landing, a KC-135 was towed in front of the crowd for a very unusual performance. U.S. Air Force Master Sgt. Josh Bell of the 4th Air Force Aerial Support Squadron strapped on a harness and tow bar weighing 300 pounds that was attached to the KC-135 and, with the assistance of a rope to pull himself forward, moved the KC-135 a

short distance along the ramp. A remarkable feat considering that a fully loaded KC-135 weighs 300,000 pounds! Next up was the Commemorative Air Force Squadron out of Camarillo, who had sent four of their aircraft to join in the air show. The F8F Bearcat, F7F Hellcat, A6M Zero, and P-51 Mustang took to the skies in a mock dogfight. The formation performed some nice flybys and made for some great photo opportunities.

Civilian performers included Tim Weber (Geico MXS), Jon Melby (Pitts "Muscle Biplane"), "Tumbling Bear" Rob Harrison (ZLIN-50), and Matt





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Kevin Helm



Chapman (CAP 580 Embry-Riddle Eagle). John Collver performed his aerobatic ballet in his SNJ-5 "War Dog 17" and then raced against the Smoke-N-Thunder Jet Car, a high performance race car equipped

with its own jet engine in the back. This show marked the start of the 2012 season for the Patriots Jet Team flying a six ship demo in the Aero L-39 Albatros, a high performance jet trainer from Czechoslo-

vakia. The Patriots are known for their computer-controlled smoke system that puffs red, white and blue smoke out from a 25 gallon smoke tank in each aircraft at certain highlights of their performance. One interesting maneuver the Patriots love to perform is the tail slide, in which the plane falls or flies backwards toward the ground. This and many other stunts keep you guessing as to what the team will try next.

After the thrilling performance of the Patriots, things slowed down slightly with a trainer parade. This group of aircraft performing flybys consisted of a U.S. Navy painted Stearman, three Ryan PT-19 Army trainers, two T-6 Texans, and two T-34 Mentors flown by the local Aero club, as well as the faster T-33 Shooting Star (Ace Maker) flown by Greg Colyer. The end of the trainer parade was heralded by the roaring sound of a Rolls Royce Pegasus engine spooling up, which could only mean one thing was next. The Harrier demo flown by VMA-214 Blacksheep from the 3rd Marine aircraft wing out of MCAS Yuma is always a sight to see, showcasing the exceptional power and capabilities of the AV-8B aircraft. The host team was up next; a loaded C-17 from the 452 AMW taxied up the runway to show center and demonstrated the pay-



Eric A Rosen



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Christopher Roberts



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Kevin Helm



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Kevin Helm



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load capabilities of this airplane by unloading of three trucks and three Humvees from it's hold. Afterwards, the C-17 and a KC-135 took off and did several flybys. Unfortunately, the C-17 did not do a full demo as it had in years past. Several ASM contributors had a chance to ride in one of March's C-17s on the Friday before the show - see the following article on page 64.

Jet noise really took over the show with the Heritage Flight formation of an F-86 Sabre and an A-10 making some noise in the skies. The Heritage Flight was followed by the Super Hornet of the VFA-122 "Flying Eagles" out of NAS Lemoore, exhibiting the tactical capabilities of this powerful aircraft. Afterwards, it was joined by the F6F Hellcat and F8F Bearcat for the US Navy Lega-

cy Flight. The USAF Thunderbirds closed out this year's Thunder Over the Empire, starting with their meticulous preflight routine and culminating in the air with their precise maneuvers and formations, demonstrating some of the amazing capabilities of the F-16 aircraft.

Let's not forget about the cool ground displays. This year, there was a wide variety to see and the ground



Kevin Helm

crews were happy to chat with the public about their aircraft, both civilian and military. Some of the ground displays included a P-38 Lightning, P-40 Warhawk, DC-3, B-17, C-47, PB4Y Privateer, and the rare NM-9 Flying Wing from the Planes of Fame Museum in Chino, CA, all representing piston powered aircraft.

Modern aircraft on display included a B-52 from Barksdale AFB,

KC-10 Extender and C-5B Galaxy from Travis AFB, AV-8B Harrier from MCAS Yuma, A-10 Warthog from Davis-Monthan AFB in Tucson, and a few T-38 Talons from the 9th RS out of Beale AFB. There were also a few helicopters on display, including a Bell OH-58A Kiowa and UH-1B Huey from the Wings and Rotors Museum in Marietta, California.

A fun addition to the air show

at March ARB was Robosaurus, a strange concoction of maneuverable automotive parts designed to look like a mechanical T-Rex. It was a crowd-pleaser as it demolished cars and trucks using its claws and flame-thrower!

I would like thank the PAO staff for their hospitality during media day and to MSgt. Linda Weldz especially for being our liaison.







Christopher Roberts
Kevin Helm



Matt Shinavar



Eric A Rosen
Kevin Helm





Eric A Rosen



Kevin Helm



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Kevin Helm
Kevin Helm





GOING UP WITH THE GLOBEMASTER III

Article by Matt Shinavar

“Good Day Ladies and Gentlemen, I’m TSgt. Michael Carrier and I’ll be your loadmaster today. Federal regulations designate this a non-smoking Globemaster aircraft. If you don’t have hearing protection, stay seated and raise your hand, ear plugs will be brought to you. Air sickness bags will be distributed once we reach cruise. Please keep your seatbelts securely fastened while the seatbelt sign is illuminated.”

At least that’s how I anticipated the pre-flight safety briefing going. The pre-flight frivolities were actually a fair bit more extensive. We were told there were a limited number of seats on the aircraft and everyone may not be able to go on the flight. Really? There’s just over 20 of us here and C-17s are fairly sizable aircraft. Then we lined up, names were called. People on the list went into the next room; more lines for the remainder. We all made it to the next room, where we received the “do not do something stupid” federal law brief. Another line, metal detector, then bus. A short bus ride to “Spirit of Los Angeles”, up the back ramp; pick your seat. Contrary to the airline safety briefing that everyone has come to love on commercial flights, this safety briefing was far more interesting. There was a life jacket demonstration, oxygen mask brief, and fume

hood demonstration. The seat belt talk was par for the course, but due to the unusual attitudes which we would be flying there was a significant discussion on air sickness bags, where the lavatory was located, and a reminder that the lavatory door should be locked while in use.

The engines started, we backed up onto the taxiway, taxied out, took the runway, and took to the air. As we flew over Temecula on the way out to San Clemente Island, we were allowed to walk around the cargo hold. Out around San Clemente Island, we simulated a tactical approach with a descent rate around 9000 feet per minute. The tactical approach required the thrust reversers to be opened during flight, much like after landing on a commercial aircraft – an interesting experience to say the least. After the tactical approach, the aircraft shot approaches into San Clemente Island’s Navy runway, going missed at about 300 feet since we were not allowed to touch down. The whole group was divided into small groups of five and everyone cycled through the cockpit while the pilots shot approaches. After leaving San Clemente Island, we cruised up around Catalina Island. The views were less than amazing; the cargo area had four windows that were about four inches in diameter – suffice it to say, not much was seen outside the aircraft. Oh well!

After Catalina, we headed back







towards March and had to take up a holding pattern while the March show box cleared from a performer practicing for the next two days of the airshow. We were finally cleared into the box; the throttles advanced and the stick was pulled hard over as we did a banana pass in front of the crowd that had come out for the Friday practice show. After the banana pass, we quickly came around for a short final and tactical landing. There was a jolt as the main gear took 350,000 pounds at about 10 feet per second; the pilots hit the brakes and the thrust reversers slammed open as the engines spooled for max braking. We then taxied back to the ramp, engines shut down, and ear plugs came out. Only two people got sick during the two hour flight.

Matt Shinavar



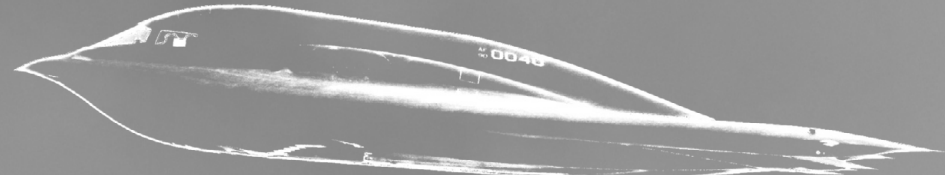
Matt Shinavar



Christopher Roberts







WINGS OVER WHITEMAN

AND A FLIGHT WITH RED STEEL JET TEAM'S ORESTES LORENZO





Jeremy Hampton



Jeff Grosvenor



Chad Grosvenor



Jeff Grosvenor
Jeremy Hampton



Chad Grosvenor



John Nyren



Chad Grosvenor



John Nyren



John Nyren



If you're reading this magazine, there's a good chance that you've either dreamed of being a fighter pilot as a kid or you're still dreaming of that possibility. Now imagine that your hard work and dedication has paid off and you're rewarded with the opportunity to fly cutting edge fighters in defense of your country. You marry and have two children, but after several years of dedicated service you are forced to make a gut-wrenching decision. The conditions in your country are deteriorating and in order to save your family, you have to leave them without any assurances that you'll ever see them again. This is the story of Orestes Lorenzo, pilot for the Red Steel Jet Team and a former MiG-23 driver in the Cuban Air Force.

As a young man in Castro-controlled Cuba, Orestes was chosen to attend flight school in the Soviet Union, where he learned to fly the L-29 Delfin. Upon completing his training, he returned to Cuba to fly the MiG-21 Fishbed to defend against the guerilla forces attempting to overthrow the government.

Orestes was once again sent to the Soviet Union to complete officer training before returning to Cuba to fly the MiG-23 Flogger. When he returned to Cuba, Orestes found a country that was becoming excessively oppressive under Castro's government. After a series of long discussions with his wife, they came to the decision that on March 20, 1991, Orestes would defect to the United States in his MiG-23, where he would fight for political asylum for his wife and children. If for any reason he and his family were not able to be reunited via official channels, Orestes made the promise that



after one year he would retrieve them by any means necessary, even if it meant swimming back to Cuba.

Orestes fought valiantly for asylum for his family, pleading with the US government, the UN Human Rights Commission in Geneva, and even chaining himself to the gates of Retiro Park in Madrid while going on a weeklong hunger strike. Unfortunately his pleas for help went unanswered, and he decided to take matters into his own hands. He would fly back to Cuba under the cover of darkness in a Cessna 310F to retrieve his family and then return to the United States, hopefully without being shot down by the Cuban military in the process.

Although he was an accomplished fighter pilot with over 1,000 hours of flight time in high performance jet aircraft, Orestes had never flown a light, piston-driven aircraft, so the MiG driver decided to attend flight school. Then, after what must have seemed like an excruciatingly long wait, Orestes was finally ready to retrieve his wife and children from the oppressive Cuban regime. He departed from the Florida Keys at dusk in the twin-engine Cessna, flying at around 1,000 feet above ground level.

After clearing US airspace, Orestes turned off his lights, transponder, and radio and he dove to the ocean, flying low enough to where a medium-sized wave could easily have lapped the bottom of his aircraft.

Flying back to Cuba, Orestes had several advantages on his side. He was flying at dusk below the radar, he had intimate knowledge of the Cuban air defense system, and even if he was detected by the Cuban military, he should have enough time to quickly land, collect his fam-

ily, and depart before the surface-to-air missiles reached ready status. However, if he were to be caught one can only imagine what type of punishment would be imposed from a country that would really like

to get their MiG-23 back.

After approximately 30 minutes in flight, a flight that must have felt like an eternity, Orestes crossed the Cuban coastline and turned toward a pre-determined road near the

Canimar River where his wife and children would be waiting for him. However, there was a slight problem. As he surveyed the landing area, Orestes noticed traffic occupying his landing zone. Compound-

ing the problem was the fact that a boulder was blocking the middle of his makeshift runway. In what must have been a harrowing landing, Orestes lined his Cessna up on final and initiated the landing se-

quence...straight at the boulder. As he neared his touchdown point, he had to add right aileron in order to raise his left wing, allowing the boulder to pass underneath before quickly returning the controls to



neutral and setting the plane down, getting it stopped just short of an oncoming truck.

He quickly loaded his family into the aircraft, lowered his flaps, applied full throttle, and then executed what must have been the most rewarding short-field takeoff of his career.

Just 100 minutes after he departed from the Florida Keys, Orestes completed his journey back in Florida, finally reunited with his family.

On Friday, May 18, I had the opportunity to fly backseat to this amazing pilot in a Red Steel Jet Team L-39 Albatros for a media incentive flight. The opportunity to meet and talk to Orestes would have been rewarding enough, but having the opportunity to experience a flight with

him was simply icing on the cake.

Unfortunately, due to a slight mechanical delay and a lack of nitrogen to pressurize the cockpit, our flight together was abbreviated in both time and maneuvering (which you would never hear me complain about since even a short flight experience with Orestes is exhilarating).

We launched from runway 18 and quickly formed up with a Cessna Caravan that was serving as a camera ship for the short flight. We made two laps around the traffic pattern of Skyhaven (KRCM) in Warrensburg, MO before the Caravan broke off to land. We made two more passes around the pattern by ourselves and then we recovered.

The flight itself was short and Orestes was deeply apologetic that we were unable to execute any high-G

maneuvers, but I'm not sure why he felt the need to apologize since the smile on my face may well have led you to believe that I had just flown my P-51 to pick up my Pagoni Zonda which I drove to Monaco so I could drive in the Monaco Grand Prix. In other words, I was beaming from ear to ear and was absolutely thankful for the opportunity to get a little seat time in the Albatros!

I'd like to thank the Red Steel Jet Team for the opportunity to fly in their beautifully liveried L-39 as well as Orestes for the fantastic experience; it's not one that I'll soon forget!

For more information on the team and to find out which shows they'll be flying in this year, check out:

www.RedSteelJetTeam.com

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REPORTS FROM THE FIELD

We have some of the best airshow photographers helping us bring you amazing photographs and informative reviews from airshows all over North America and even the world. The following pages are stuffed with this outstanding coverage of recent airshows and aviation events.

If you would like to see your own photos and reviews here, just contact us and ask how to contribute. The only requirement is a passion for aviation!

MCAS Cherry Point Air Show
MCAS Cherry Point, NC

Photos by John Nyren







John Nyren



John Nyren



John Nyren



John Nyren



Ricky Matthews



John Nyren



John Nyren



John Nyren



John Nyren



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John Nyren



John Nyren



Ricky Matthews

**Sound of Speed Open House and Air Show
St. Joseph, MO**



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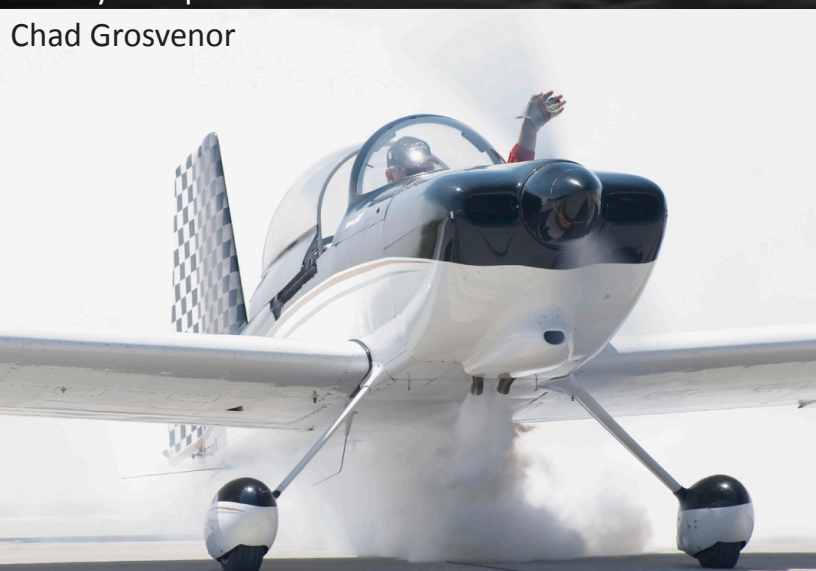
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128th ARW Open House - Milwaukee, WI
Photos by Michael Misorski



Great Tennessee Air Show - Smyrna, TN

Photos by Antonio Gemma More'









*Joint Base McGuire-Dix-Lakehurst Open House
McGuire AFB, NJ*

Photos by Steven King







Rassemblement Internationale d'Hydravions
Biscarrosse, France
Photos by Tom Lammens



Warbirds Over the Beach - Virginia Beach, VA

Photos by Darren Fulton







Rancho Murieta Airshow - Rancho Murieta, CA
Photos by Mark E Loper





Joint Services Open House - Andrews AFB, MD

Article by Angelo Aldrighetti

In its final year as an annual air show, 180,379 people experienced two days of impressive military and civilian displays at the 2012 Joint Services Open House held at Andrews AFB, MD near Washington DC. The air show celebrated the 100th anniversary of USMC aviation with 72 years of aircraft used by the USMC on static and aerial display, and General James F. Amos, Commandant of the USMC, as the honored guest conducting the opening ceremony of the weekend.

The military demos featured this year were the AV-8B Harrier from VMA-231, the MV-22 Osprey from VMM-266, the USAF F-22 Raptor, the USAF Heritage Flight with the F-22 Raptor and Vlado Lench flying the P-51 Mustang "Bald Eagle",

the 1st Helicopter Squadron based at Andrews, a Saturday-only flyby of the B-2 "Spirit of Nebraska", and the US Army Golden Knights. Closing out the air show was the US Navy Blue Angels and Fat Albert's temporary fill-in, Ernie.

The civilian acts were not left out, being represented by Sean D. Tucker, Mike Goulian, Kirby Chambliss and the Red Bull Air Force, including Chuck Aaron stealing the show with his aerobatic skills displayed in the BO-105 Helicopter. There was also the world's only flying SB2C Hell-diver, the Wounded Warrior Flight Team, the GEICO Skytypers, the Beechcraft T-6 Texan II Demo, and the ANG Jet Truck. The legendary Rob Reider handled announcing duties throughout the weekend.

The static displays, both civilian and military, were not lacking either. WWII warbird statics including the Tuskegee Airman Red Tail P-51 and educational trailer, Customs and Border Patrol enforcement vehicles and aircraft, US Army troop carriers and tanks, and numerous military aviation platforms. The static display that stood out most was certainly the giant NASA Super Guppy. Special Forces units from each branch also had displays, showcasing some of their special equipment for the public.

Overall, this air show was impressive enough for me to travel to from Arkansas, and although it will not be returning next year for the first time in many years, it will definitely go on the list for 2014!

Jonathan Loveless



Jonathan Loveless



Angelo Aldrighetti





Angelo Aldrighetti
Angelo Aldrighetti

Angelo Aldrighetti

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Angelo Aldrighetti





Jonathan Loveless



Jonathan Loveless

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Jonathan Loveless

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Angelo Aldrichetti



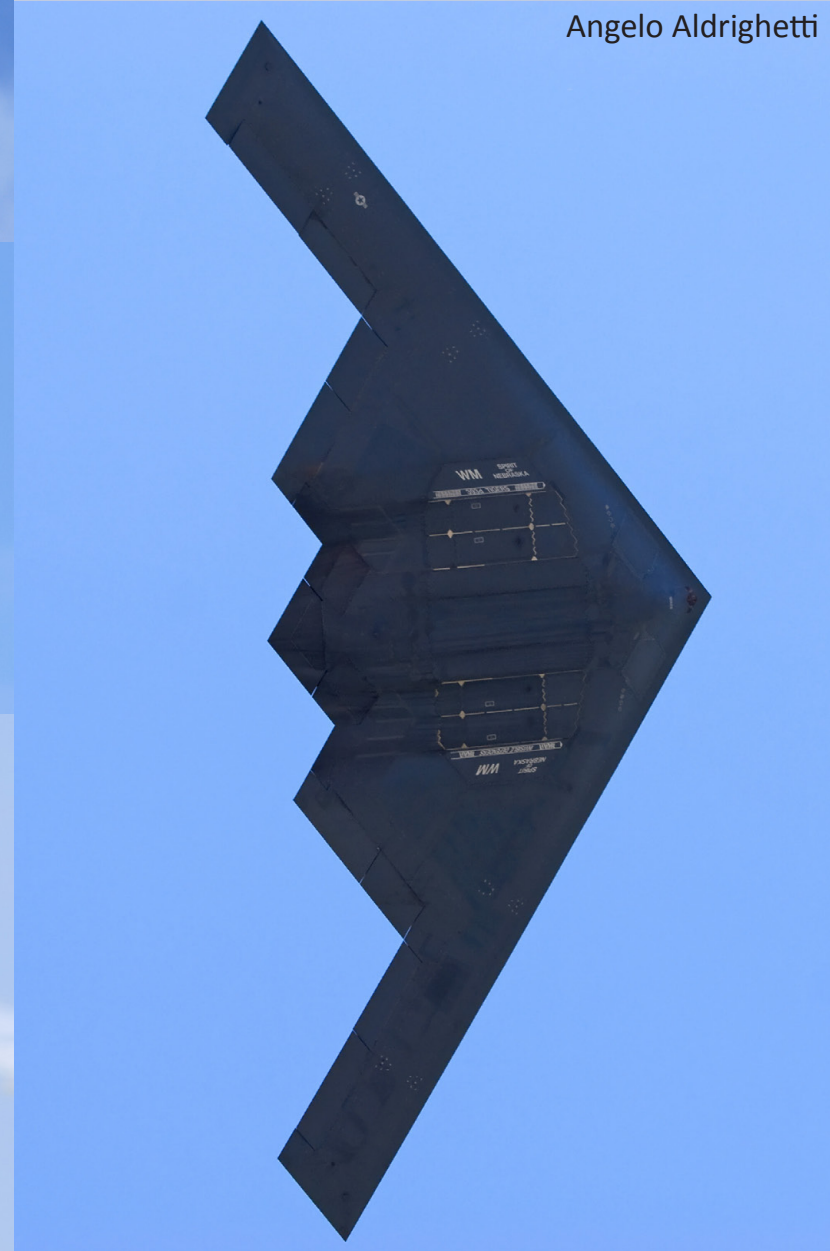
Angelo Aldrichetti



Angelo Aldrichetti



Angelo Aldrichetti



Jonathan Loveless



Jonathan Loveless



Jonathan Loveless



Jonathan Loveless



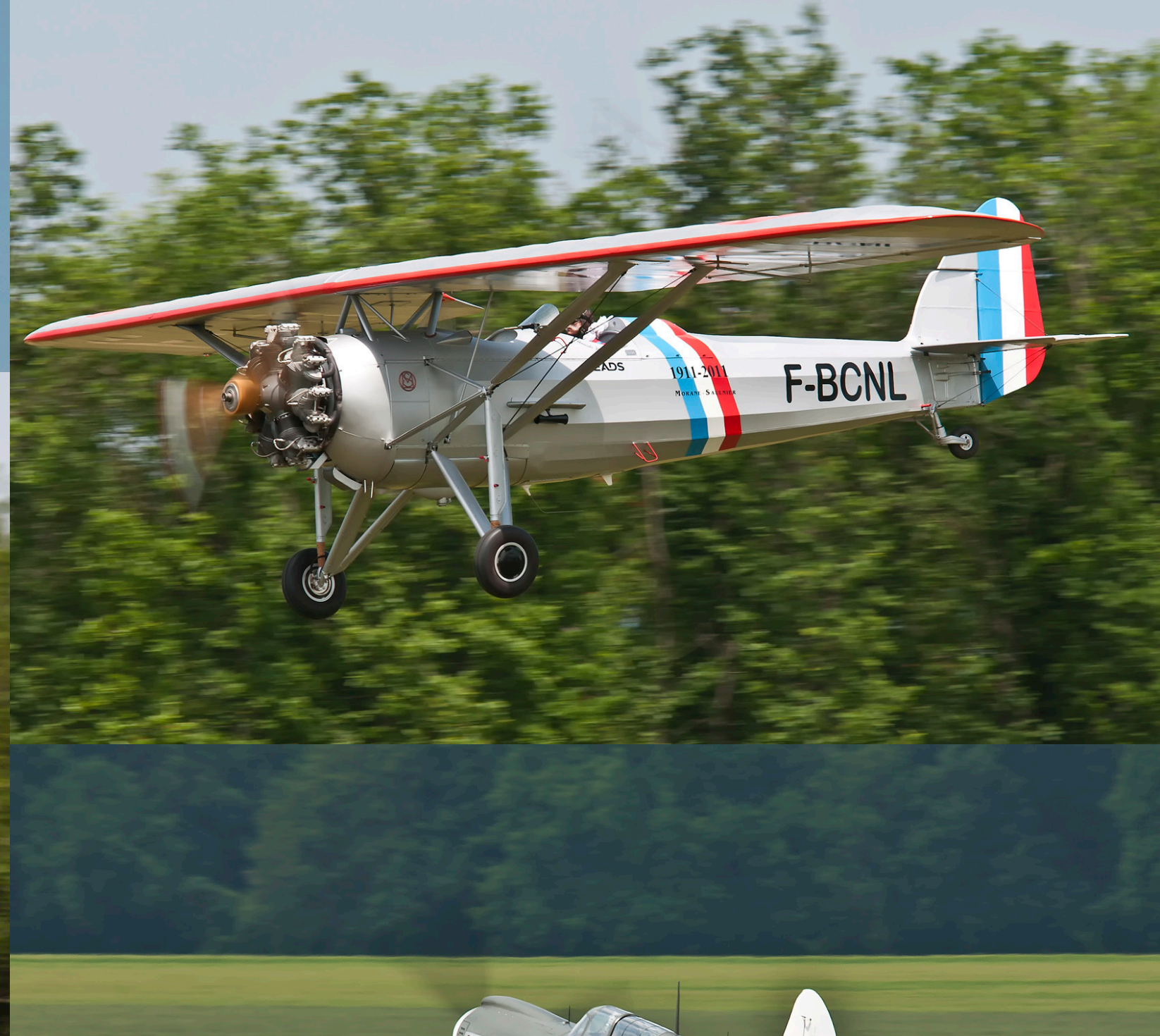
Angelo Aldrichetti

Angelo Aldrichetti



La Ferté Alais Airshow - La Ferté Alais, France
Photos by Tom Lammens







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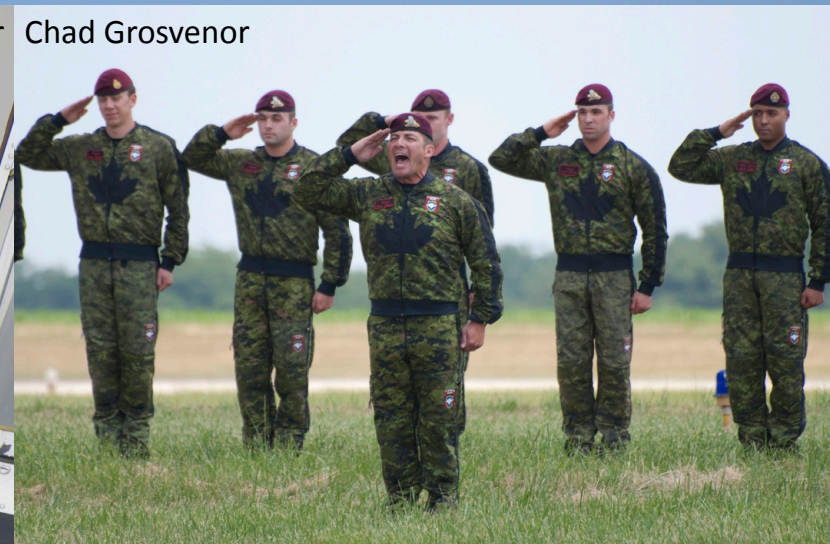
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David Jacobson
Alan Barbor



David Jacobson
Alan Barbor



Click here for on-board video of David's ride in this L-39!



David Jacobson
Alan Barbor





Alan Barbor
Michael Misorski





Michael Misorski



Michael Misorski



Fred Shabec







David Jacobson
David Jacobson



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Thanks for Reading!