

AirshowStuff

Magazine



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Hangar 24 - Beer and Planes
Wings Over Gillespie
Waterloo Airshow
CWHM's Hamilton Airshow
Reports from the Field
and more!*

July 2013

AirshowStuff Magazine

July 2013

Cover Photo

A MiG-21 Fishbed sits on the ramp in Rockford, IL at the Code 1 Aviation Fly-In. The fly-in and formation clinic was dedicated to the memory of Glenn "Skids" Smith, a pilot with the Hoppers Jet Team who was killed in a crash last year. Photo by Ryan Sundheimer. For more on the event, see page 70.

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Mark Hrutkay

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We'd love to talk with you!

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Lightning Strike!



CHINO AIRSHOW

Mark Hrutkay



Mark Hrutkay



Mark Hrutkay



Article by Mark Hrutkay

Back in 2006, the promise of three P-38s at the Chino Airshow was big enough to draw me in from clear across the country. This year, the theme for the Planes of Fame Museum's Airshow was "Struck by Lightning", and initial reports said five P-38s would be flying. When we arrived at the field for the media preview we were told there should be five flying and one static. Six Lightnings on an airfield at one time? That is something that probably hasn't happened since the last of the air races in Cleveland in 1949.

While it costs an adult a reasonable \$20 to attend the show, the cost of bringing a P-38 to the show may be more than most can understand. One example is the effort made by the Friedkin family to bring their P-38 "Thoughts of Midnite" to Chino. This is probably the longest continuously flying P-38 in the world. It was restored and regularly flown by Bill Ross of Chicago in the late 1960s. Bill flew it on a regular basis up until the mid 1980s, when the aircraft was sold to the Lone Star Museum, which kept it for many years before selling it to the Friedkin family. The Friedkins take care of it, keeping it with many other warbirds at their own airport in Texas.

Bringing it to Chino required some work at ATW Aviation in Marana, AZ. ATW is a world class shop operated by Bill Muszala who has been flying warbirds since his late teens. Bill also maintains and restores aircraft. Midnite needed a left engine; Bill installed it, tuned it, and tested it. The overhaul on the engine probably cost over \$100,000, plus another \$20,000 for

installation. Then take into account the 10 hours to and from Chino and 10 hours of flying at the show at around \$3,000 per flight hour, and "Thoughts of Midnite" cost nearly \$200,000 for the show. That kind of dedication helps us understand why it's rare to see this many P-38s in one place at one time.

Another rare occurrence is to see the aircraft from the Yanks Museum outside. Yanks has a great collection of exceptional aircraft that are "flyable" but rarely, if ever, fly. Their P-38 was one of the ones owned by the Mark Hurd Aerial Mapping company in the mid-50s to mid-60s. There were quite a few other owners and eventually, it went on to Junior Burchinal of Paris, Texas, who would give checkouts in the plane and actually let "qualified" pilots fly it. Of course that didn't last long before it was wrecked and started the long process of being restored. It still has a real F-5G recon nose installed.

The P-38 "Tangerine" owned by Jack Erickson of the Tillamook Air Museum in Oregon flew in for the show. It's a rare sight to see it outside, let alone away from its home airport.

Jack Croul's P-38 (Formerly known as "Honey Bunny") from Allied Fighters at Chino was also flying. We say the former "Honey Bunny" because the nose art was gone. Nobody seemed to have an answer on why it was missing, however. The best reason I could find was that the nose art was somehow connected to the recent death of its long time pilot Jeff Harris and that now that Jeff is gone, the name is retired. Jeff was a good guy and one of the few pilots left in the world that you could trust your P-38 to.

The famous P-38 "Glacier Girl" July 2013

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Christopher Roberts



Christopher Roberts





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was also at the show. Many know the story of it landing in Greenland with two B-17s and five other P-38s while heading to England and then being recovered 50 years later and restored. For those who never saw it before its restoration, let's just say they didn't use a lot of the original sheet metal. Being buried under 250 feet of ice was not too kind on the airframe, but today she looks fantastic.

remaining has to be "23 Skidoo" owned by the host of the show, Planes of Fame. It always looks good and flies more than any other P-38. It was acquired by the museum in 1960 and finally restored with the financial help of Bob Pond in the late 1980s. When Steve Hinton restored it, he eliminated the turbochargers (since it flies at lower altitudes) to make it simpler to maintain.

The P-38s flew formations every day. Only two other flying P-38s in

the world were not in attendance; Ron Fagen's "Ruff Stuff" in Minnesota and the Flying Bull's P-38 (formerly owned by Lefty Garnder) in Austria.

The show hosted a unique heritage flight featuring the F-86, P-40C, P-26, and the P-51D "Spam Can". Also flying everyday was the Northrop Flying Wing; not the B-2 bomber but one of the much smaller N-9M test planes from post WWII which broke the ground for the B-35

The most active of all the P-38s

Eric A Rosen



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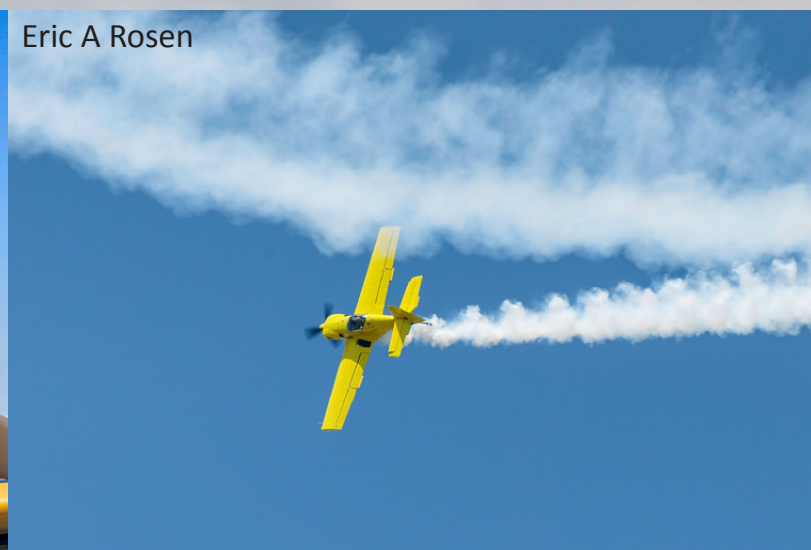
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and the B-49. The other interesting flight was the three ship B-25 flight. There was the "Guardian of Freedom" from the Lyons Museum; the "Pacific Princess" from Carl Scholl and Tony Ritzman; and "Photo Fanny" from Planes of Fame.

Other extra special aircraft at the show this year were a PB4Y-2 Privateer from Arizona, John Paul's P-51C "Boise Bee" from Idaho, the P-63 Kingcobra from the Palm Springs Air Mu-

seum, the CAF's Zero and the Bearcat, and Rudy Frasca's FW-190. The Planes of Fame "Judy" was on display as well and even did some taxiing under its own power during the week.

Sean Tucker put on his aerobatic show as well as Rob Harrison the "Tumbling Bear". Dennis Sanders flew the Sea Fury "Argonaut" with his acro/smoke routine. The crowd was also treated to Clay Lacy flying his Learjet 24 aerobatic routine. Not only is

Clay Lacy one of the most significant and skilled pilots on the field, he's been flying and selling Learjets since around the time they were invented. Clay pretty much invented business aviation. He has set records, raced at Reno, and has pretty much done it all. An average day for him would be the best day a "normal" pilot would have, and all at the age of 80.

While the airplanes and pilots are important, there is another group that

really makes the show happen: the volunteers. Planes of Fame has fielded an army of 400 volunteers to help work and run the airshow. The show was great as usual. This is without a doubt the premier warbird show in the country and is well worth the effort to attend. Everyone had a great time and all left happy. We would like to thank Jerry Wilkins and Karen Hinton as well as all the other fine people at Planes of Fame for making this story possible.





Eric A Rosen
Mark Hrutkay



Mark Hrutkay



Mark Hrutkay



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Mark Hrutkay



Mark Hrutkay



Mark Hrutkay



What do you get when a local brewery decides to celebrate its 5th anniversary in a big way? The Hangar 24 Airfest and Anniversary Celebration, otherwise known as an airshow mixed with tons of craft beer!

The airshow put on by Hangar 24 Brewery had a very different vibe than most airshows I've seen. While most airshows are all about everything airborne, with non-stop flying action, this one felt more like a backyard barbeque. The craft brews were not only on display but could be sampled using pre-paid tickets with the proceeds going to the local charity "Save Our Groves," a reference to the 100 year-old abandoned orange groves nearby.

There were only five flying acts, partly because the Redlands Municipal Airport runway is relatively short, preventing larger aircraft from taking off and landing. For example, Greg Colyer's Lockheed T-33 Shooting Star, "Acemaker", and Clay Lacy's 1966 Learjet needed the length of nearby San Bernardino Regional Airport to take off. These two jet jockeys each had a unique style of aerobatics routine. They both made fast, slow, high and low passes, but Colyer added a Cuban 8 to his routine while Clay Lacy put the throttle on hard and fast, showing off the quickness and maneuverability of a Learjet.

With the thick marine layer stretching itself so far inland, and thus low visibility, it was a rather late start to the show, beginning with the "Just in Time" skydiving team parachuting down with brilliantly colorful chutes during the national anthem. The first aerobatic demonstration was performer Bob







Carlton in his Super Salto sailplane. Bob saw a version of this jet-powered sailplane when he was in Europe and decided, since he was an aerospace engineer by trade, he could rig a similar mount on his aircraft. Bob Carlton has been on the airshow circuit for 10 years, and his act is unique and awe-inspiring. When a sailplane flies, it is usually towed up by another plane. It glides around along the winds and gently touches the ground. Carlton's sailplane is powered by a PBS T-J100 jet engine that can get him into the air without any assistance. He performed loops, hammerheads, high and low-speed passes with the agility of a sailplane and the power of a jet engine. The Super Salto sailplane flew three times, the first two with some smoke trails and later in the early evening with pyrotechnics and fireworks flowing off the wingtips.

As Tim Just, another aerobatic performer, was beginning his performance a bright yellow single-engine monoplane came flying through the airshow box. It looked

to have been piloted by some guy who had one too many beers in the morning. Suddenly, part of the wing flew off and tumbled to the ground like some debris. Of course, that was all part of Kent Pietsch's plan as he performed his comedy act in his Interstate S-1A-65F Cadet. Pietsch took advantage of the crowd watching Tim Just begin his aerobatic routine and snuck in from the right side of the ramp. The Interstate Cadet is painted in bright canary yellow with "Jelly Belly" splashed brightly on the side of the plane.

Pietsch's act was broken into three parts. The first performance was all comedy with plenty of banter between the tower and the pilot requesting the "maniacal pilot" to land his aircraft as he was not approved to be in the airspace of

the airshow. But of course, the pilot continued with his crazy antics of banana passes, high cork-screw climbs, and nose dives. In his second performance, Pietsch attempted to land his plane on top of a moving RV trailer truck. It took him 3 tries, but he just barely managed to make the landing stick. There was a lot of planning, coordination, and communication between Pietsch and the truck driver who needed to be able to see Pietsch's approach, not too different from a Navy F-18 Hornet trying to land on an aircraft carrier. In his last performance of the day, Pietsch took his monoplane up, turned off the engine, and gracefully brought the aircraft to ground as silently as a sailplane, but without a jet engine.

Jon Melby was next to launch

from the Redlands Airport. His Pitts S-1B biplane showed the power you can get from flying a vintage aircraft. His performance was full of aggressive maneuvers both fast and furious while flying high climbs, dives and rolls; all the while narrating from the cockpit. Vicky Benzing also performed aggressive aerobatics, but used her Extra 300S monoplane to do so. She showcased the skills that made her a 2010 Reno Air Race winner.

In between the aerial performances, some local bands played on a small stage that was set up near airshow center which got people dancing when the skies were empty. Children had an opportunity to visit the static displays, and climb into some of them as well. Among the displays on deck, most of which

were flown in from the Palm Springs Air Museum, were a T-28 Trojan, P-63 Kingcobra and the C-47 Dakota.

All the acts were full of style and fun enough for the whole family. Local gourmet food trucks were on hand to deliver some tasty treats as

hungry people waited in incredibly long lines. Free orange slices were given away as Hangar 24 is all about saving the nearby abandoned orange groves. This airshow had plenty to offer patrons of all ages and was the most relaxed airshow I've ever visited. Maybe it was the beer.





WINGS OVER GILLESPIE

Article by Christopher Roberts

In 1996, on a small airport on the outskirts of San Diego, an annual tradition began. Wings Over Gillespie has now been flying strong for 18 years. However, back in its first year there wasn't too much flying: just a few warbird statics and some retired jets which made their way across the runway from the San Diego Aerospace Museum Annex (now known as the San Diego Air and Space Museum). There was even a promise of an S-3 Viking flyover from nearby NAS North Island which never hap-

pened. But as the years went on the show evolved, and more statics and flying performances arrived. Before too long Wings Over Gillespie became one of the premier non-military airshows in Southern California, and in 2013 the 18th rendition of the show didn't let the fans down.

This year's theme was "A Salute to the Spirit of San Diego in WWII". When most people think of San Diego they instantly think of the major military presence that engulfs the city. While this is

definitely true today, at one time, especially during WWII, San Diego was a major hub for aircraft manufacturing. Prior to WWII, San Diego was a quiet seaside community with a small military force. San Diego's population boomed almost overnight as aircraft manufacturers like Ryan, Consolidated, and Rohr all started producing aircraft and parts to support the war effort. The numbers are staggering; almost 100,000 people migrated to San Diego in the years prior to the outbreak of war, and at its height

in 1943, Consolidated Aircraft company employed some 45,000 people. Among one of the most recognizable aircraft that Consolidated made during WWII was the B-24 Liberator. A staggering 18,482 B-24s came off the assembly lines during the war, over 1/3 (6,724) of all of those from the San Diego plant. At the peak production rate there were 11 aircraft rolling out each day.

Two other equally important aircraft to come off of Consolidated's assembly lines were the PBV





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Christopher Roberts



Catalina and the PB4Y-2 Privateer. The Privateer was an offshoot of the formidable Liberator, which took to the skies as a maritime patrol aircraft. Most aviation enthusiasts don't need to be told what a Catalina is. The flying boat, with its sleek body and high wing, always brings back a nostalgic feel to any airshow. Along with the Catalina and Privateer, the Wings Over Gillespie show featured other homegrown aircraft like the Ryan STM, PT-22 Recruit, L-17 Navion, and a Vultee BT-13 Valiant.

For many of these aircraft it was their first appearance at a Wings over Gillespie airshow. The PB4Y Catalina wasn't even in the country during the 2012 show, in fact it wasn't even in the same continent; it was over 10,000 miles away in South Africa. Over the last few years the aircraft was restored to flying condition in order to make the 12,000 mile journey from Rand, South Africa to El Cajon. Local businessman and aviation enthusiast Jim Slattery purchased the plane for his personal collection, and intends on building a flying air museum around it.

Kicking off the show was a San Diego County Sheriff Department's ASTREA demonstration. ASTREA, or Aerial Support To Regional Enforcement Agencies, demonstrated the rescue capabilities of their Bell 205A1 Super Huey, by lowering a rescuer down to retrieve a basket, which simulated the type of rescues that ASTREA performs countless times per year. Next, the all women's fight group The Ninety-Nines flew, including a beautifully restored Fairchild PT-19. This was followed by the San Diego aircraft parade, a celebration of the local manufacturing history.

The Northrop N-9M Flying Wing made the short hop down from Chino's Planes of Fame Air Museum to wow the crowd with its unique shape. This year's warbird fighter contingency included a pair of P-51s, an F4U Corsair, F8F Bearcat, F4F Wildcat, and P-63 King Cobra. As in years past, the fighters took up a racetrack pattern around the airport and on every pass the fighters seemed to get lower and faster. By mid-afternoon the clouds had finally broken and the C-53 named D-Day Doll was able to fly. D-Day Doll

flew up to 4,000 feet and released her cargo of jumpers; a fitting way to pay tribute to the show considering that Gillespie field started out as a Marine Corps parachute school in 1942.

A flight of three Yaks took to the air in a great display of formation flying. After their flight was Silver Wings Wingwalking. This was by far some of the most exciting flying during the day. During wing walker Margie Stivers' trip around the airplane she was on top of the wing, in between the wing, and even underneath the wing. John Collver in his SNJ "War Dog" flew his routine before the show concluded with a mock air and land battle which included fighters, trainers, and pyrotechnics.

One of the pleasant surprises of the 2013 Wings Over Gillespie Airshow were the static displays, in particular those owned by Jim Slattery. Although Slattery's name didn't begin to surface in the aviation community until his PB4Y, Slattery has an extensive collection of beautifully restored aircraft. One aircraft in the collection is the only A2D Skyshark in existence. Other statics from Slattery's collection at WOG included an A-37 Dragonfly, a pair of L-39 Albatros', G-44 Widgion, HU-16 Albatross, Beech 18, a pair of T-34 Mentors, T-28 Mentor, T-6 Texan, and an F3F-2. Along with Slattery's amazing collection came the fighter jets from the SDASM Annex located on the north side of the field.

Wings Over Gillespie was a well put together look at not just some fantastic aircraft but also the significant contributions of San Diego and Southern California to aviation over the last 70 some years.



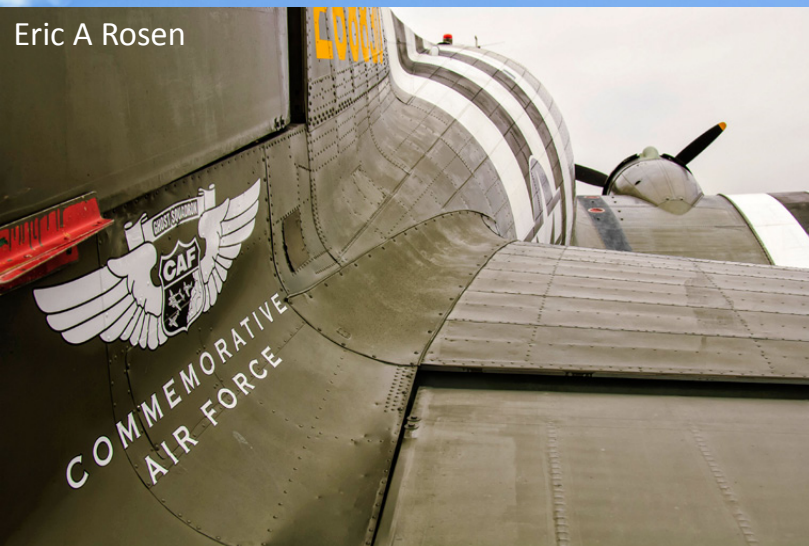
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Going North

WATERLOO AIR SHOW



Article by
Patrick Barron

Many airshow enthusiasts like myself have been making the northern migration for shows that have not been afflicted by the sequestration cuts in the United States. The 2013 Waterloo Airshow kick-started this year's airshow season for me and despite the overcast sky and occasional sprinkle on the Sunday of the show, the diverse display of aviation was well worth the trek. From vintage jets, formation aerobatics, a proper military display, wing-walking, and the oh-so desired sound of jet noise, Waterloo delivered an engaging show in the air and on the ground.

On the static ramp, I was immediately drawn to the pair of CC-130s because they may have proven to be the only Hercules I would see all year. Also present were the Yankee Air Museum's bombers and the Air Heritage C-123 Provider. Next to a nearby Avenger was a hot air balloon basket popping flames; a different type of aviation entertainment and one that drew a large crowd.

The flying kicked off with an L-29 Delphin demonstration and it was not the only jet to take to the skies. The BAE Systems CT-155 Hawk and Jet Aircraft Museum's 'Mako' T-33 (a personal favorite) flew later that day. Aerobatics were also well represented without being repetitive. Gordon Price flew the world's first Yak-50, Wayne Hadath performed in his F-1 Rocket, and Rick Volker showed off his Su-26 as they each dazzled the crowd with their classic aerobatic stunts. Perhaps the only thing lacking in the show was a stronger warbird presence, though it was bolstered by the Canadian



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Harvard Aerobatic Team. Jane Wicker could not attend the show due to an injury and was replaced by Chuck Tippett walking on the wings of her Stearman "Aurora", which was flown by Bill Gordon. Sadly, this would be the last time I would see Aurora fly before the tragic accident that took place in Dayton, Ohio a few weeks later which took the lives of both Jane Wicker and pilot Charlie Schwenker.

The main attractions that brought me to the Waterloo airshow were something that I would not see anywhere else but Canada: the military acts. Months ago I sat at my desk in disbelief, reading headline after headline about sequestration, military cuts, no more Blue Angels, no more Thunderbirds. There would be no Super Hornet, no Raptor, no Golden Knights or Fat Albert dem-

os. Even the US Coast Guard band was lost in the cuts. Though always thrilling to watch, the CF-18 Hornet demo was even more special, the CH-146 Griffon demo even more unique, and the Snowbirds' ballet in the sky was even more beautiful this year. It was a perfect example of not knowing what you've got until it's

gone. A field attack demonstration with pyro made the day complete. Waterloo had a little bit of everything for every type of airshow fan. While not one of the biggest shows of the year, it is something that I will certainly consider annually. I would like to specially thank Diana Spremo for her wonderful assistance.



Joseph D Ahmad



Patrick Barron

CANADIAN WARPLANE HERITAGE MUSEUM'S HAMILTON AIRSHOW



Article by Jean-Guy Pitre





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Ryan Sundheimer



The Canadian Warplane Heritage Museum (CWHM) in Hamilton, ON is one of the two major museums in Canada dedicated to not only preserving vintage aircraft, but also flying them. The museum aircraft are regularly seen flying over Hamilton, providing a glimpse of history. Since 2011, they have been hosting one of the most diverse airshows in Canada, bringing in rare warbirds and replicas and having them fly together in some amazing and rare formations.

The focal point of the CWHM collection is their Avro Lancaster, one of only two flying in the world and the only one this side of the Atlantic. The museum's Beech 18, B-25 Mitchell, Lysander, and Fairey Firefly also participated in the flying. Unfortunately the trainers and PBY were not able to fly due to a

combination of weather and bizarre schedule mismanagement that put the lineup behind schedule before first act had even taken off.

The Mosquito was unquestionably the belle of the ball. After being painstakingly refurbished and test flown in New Zealand, she was crated up and shipped to the Military Aviation Museum (MAM) in Virginia Beach. She was reassembled there and returned to the air on May 7, just in time for the air show season. The MAM was a big participant in the Hamilton Airshow, providing the Mosquito and five other aircraft including the almost as popular Me262 and FW-190. But this may be the last time these planes are seen together. Soon after the show it was announced that the MAM will be selling off some of its large collection in order to pay the bills. The

FW-190 and their B-17 have already been moved to another museum in Oregon. Where the Mosquito and other fine aircraft will end up is still up in the air.

Another major participant in the Hamilton Air Show was the other major group devoted to flying vintage aircraft in Canada, Vintage Wings of Canada (VWOC). They always provide a few planes, and part of their mandate is to have a Canadian connection to their aircraft. This year they provided a Corsair, Hurricane and Spitfire as well as the F-86 "Hawk One" on static display. Hawk One is flown at this time by Jeremy Hansen, one of Canada's two remaining astronauts. In fact, both of those astronauts were at this year's show!

To fill out the historical aspect of the show, the Great War Flying



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Andrew Matthews





Museum brought in a Fokker Dr.1, a Nieuport and a Sopwith 1½ Strutter. This means visitors got a chance to see a Fokker meet a Focke-Wulf, and a CF-18 meet the "Red Baron". They weren't flying together, but some of the taxi passes were priceless! The RCAF also had a good presence with the CF-18 Demo, Snowbirds and a CP-140 Aurora doing flybys as well as several static aircraft.

The grand finale of the afternoon was not the Snowbirds as one might expect, but rather the "Merlin Flight", in which two Hurricanes and two Spitfires joined with the Mosquito and Lancaster in a six ship formation. Flights like this are Hamilton's trademark attraction.

Unfortunately the future of the Hamilton Airshow is in question despite excellent turnout this year.

Rumors have been spreading that the show will have be much smaller next year, more of a fly-in than an airshow. When asked directly, the museum only answered "We will be making an announcement in the next few months about a special event we have planned for Father's Day weekend 2014." I hope that does not spell an end for what has been a great three years!



Ryan Sundheimer



Ryan Sundheimer



Ryan Sundheimer



Ryan Sundheimer



Patrick Barron



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[Click here for video of the Merlin Flight!](#)





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GREAT LAKES INTERNATIONAL AIRSHOW

ST. THOMAS



Joseph D Ahmad



Joseph D Ahmad



Joseph D Ahmad



Shawn Yost

All eyes in St. Thomas, Ontario were cast skyward June 29-30 for the Great Lakes International Air Show (GLIAS). The bi-annual event kicked off the Canada Day celebration for the region. Each morning the skies threatened rain, but cleared to partly cloudy by show time. Crowds were large despite the threat of rain, and are estimated to have been around 25,000 for the entire weekend.

As a welcomed change of pace, the Snowbirds opened the show each day at 1:00 P.M. Traditionally, a jet team is the climax of the show and is saved for the end. Several spectators praised this change since it ensured that their young children would get to watch the Snowbirds. Several others said the jet team opening the show was an incentive

to get onto the airfield early and peaked spectators' interest in the show right away.

Other performers at the show included the Canadian Harvard Formation Team, Manfred Radius and his aerobatic sailplane, Martin Mattes' L-29 Delphin, BAC Strikemaster, Canadian Forces CC-130 Hercules SAR Demo, the Red Tail P-51C Mustang, and the B-17G Flying Fortress "Sentimental Journey." The show closed with the CF-18 Hornet demo.

Notable absences were Red Bull Air Racing pilot and local resident Pete McLeod and American military assets. Pete McLeod had to cancel his flight appearance due to a broken ankle sustained while landing from a recreational parachute jump. However, he still made

an appearance on Sunday to sign autographs and distribute Red Bull energy drinks. The GLIAS has traditionally relied heavily upon American military participation. However, sequestration budget cuts prohibited US participation. The US military participation went relatively unnoticed, except for perhaps the small static display, which did not have an adverse effect on the overall GLIAS experience.

In a challenging year to host an airshow, the organizers of the GLIAS were able to put together a show loaded with local and international talent of the highest caliber and deserve great credit for doing so. Look for this every other year show to return in 2015 when they can hopefully assemble one of their renowned unique military lineups!



Shawn Yost



Shawn Yost



Shawn Yost



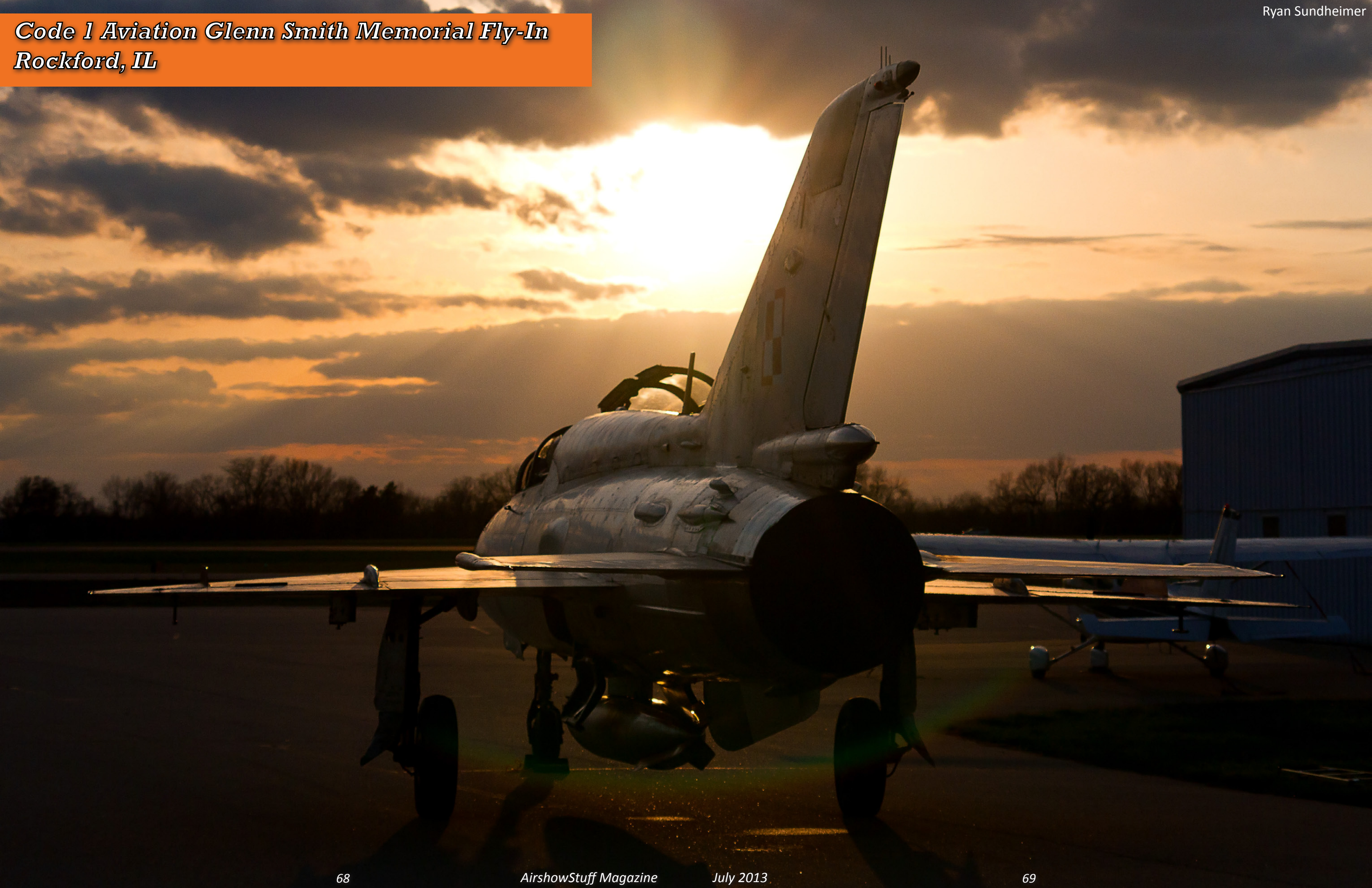
Shawn Yost

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!

*Code 1 Aviation Glenn Smith Memorial Fly-In
Rockford, IL*





David Jacobson
Ryan Sundheimer



Alan Barbor



Ryan Sundheimer



Alan Barbor



Alan Barbor



Tom Hedlund



Ryan Sundheimer



Alan Barbor



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Tom Hedlund



Tom Hedlund



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Corsicana Airsho - Corsicana, TX
Photos by Andy Nixon



Madness Over Minter Airshow - Shafter, CA
Photos by Eric A Rosen







Warbirds Over the Beach - Virginia Beach, VA



[Click here for video of the Lancaster making a low pass at this show!](#)





Andy Backowski



Ricky Matthews



Andy Backowski



Ricky Matthews



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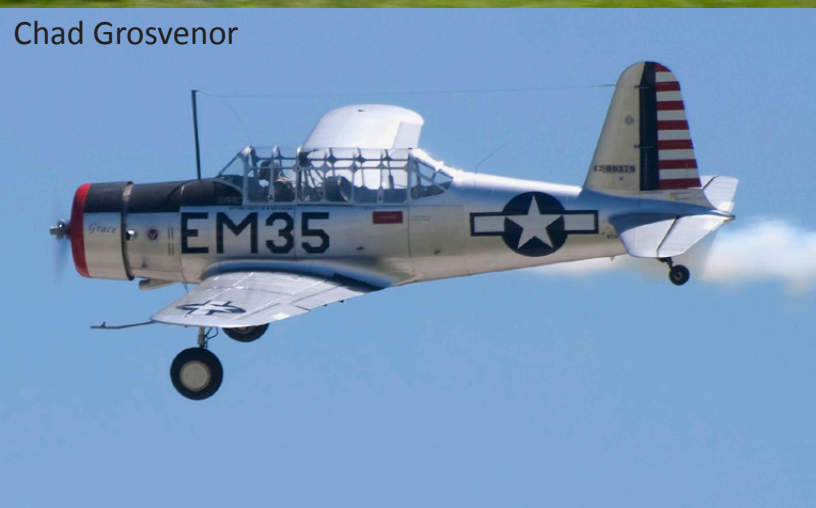
Salute to Veterans Airshow - Columbia, MO



Jeremy Hampton



Jeremy Hampton



Chad Grosvenor



Chad Grosvenor



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Jeremy Hampton



Jeremy Hampton



Jeremy Hampton



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Chad Grosvenor



Jeremy Hampton



Jeremy Hampton



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Patriotic Festival - Virginia Beach, VA
Photos by Ricky Matthews





Cavalcade of Planes - Bolingbrook, IL

Photos by Alan Barbor





Ryan Tykosh



Steven King



Steven King



Steven King



Steven King



Ryan Tykosh



Steven King



Ryan Tykosh



Steven King



Steven King



Steven King



Steven King



Ryan Tykosh



Steven King

Steven King

Steven King

Ryan Tykosh

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













Tom Lammens



Tom Lammens



Tom Lammens



Dennis Vos



Tom Lammens



Tom Lammens



Dennis Vos



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Dennis Vos



Dennis Vos

Dennis Vos



EAA B-17 Tour - Lee's Summit, MO
Photos by Jeremy Hampton







Alan Barbor



Alan Barbor



Alan Barbor



Alan Barbor



Tom Hedlund

Tom Hedlund



David Jacobson



David Jacobson



Chad Grosvenor



David Jacobson



Tom Hedlund



Alan Barbor



David Jacobson



David Jacobson

David Jacobson

Alan Barbor



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Chad Grosvenor



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Alan Barbor



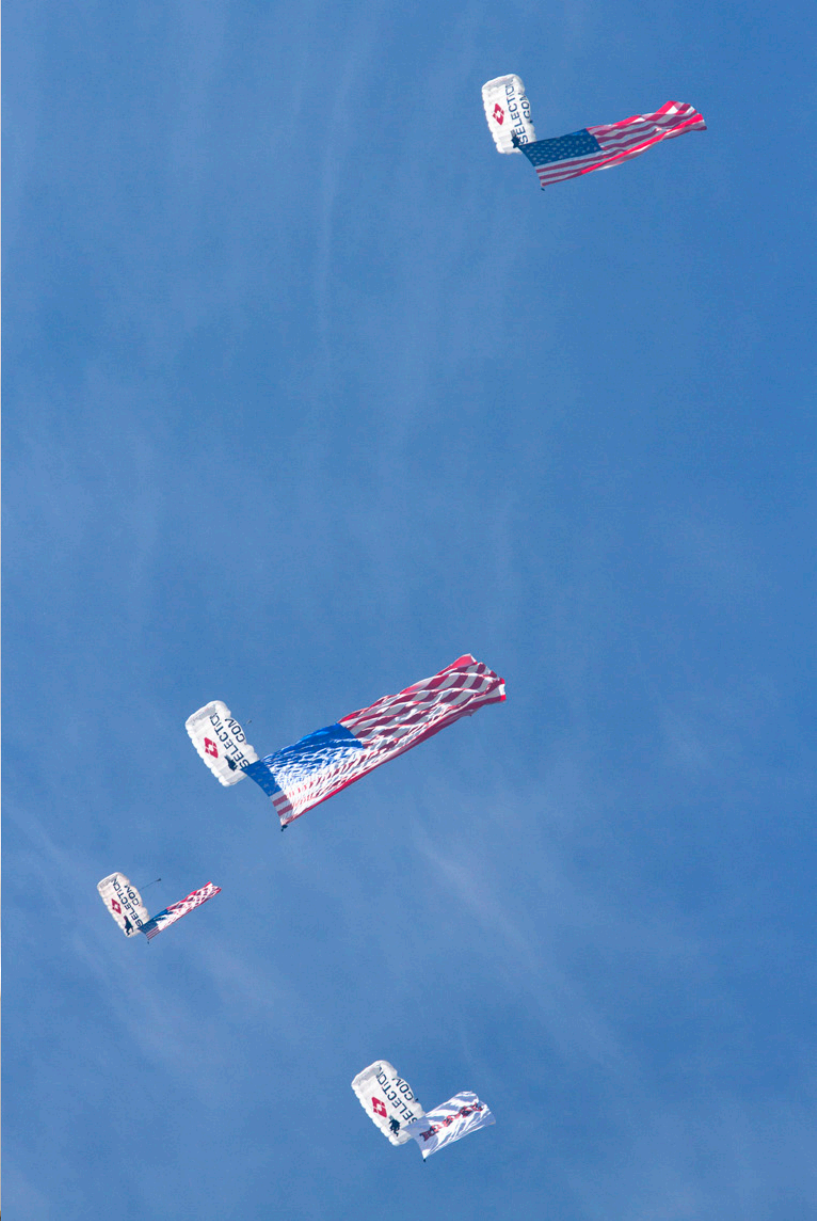
Alan Barbor











Thunder Over the Boardwalk - Atlantic City, NJ

Photos by Steven King



Volkel in de Wolken - Volkel, Netherlands
Photos by Dennis Vos







Phantom Pharewell - Wittmund AB, Germany
Photos by Dennis Vos







Thanks for Reading!