

# AirshowStuff

Magazine



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September 2013

# AirshowStuff Magazine

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## Cover Photo

The B-25J "Betty's Dream" is chased by Warren Pietsch in the A6M2 Model 21 Zero in a thrilling performance organized by the Texas Flying Legends Museum at EAA AirVenture in Oshkosh, WI. Photo by Alan Barbor. For more on the event, see page 52.

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We'd love to talk with you!

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# DACY/KAZIAN Wingwalking



Ryan Sundheimer

Article by  
Anika Sundheimer

While at the Battle Creek Airshow on July 6th, I had some time to catch up with Dave Dacy and Tony Kazian, one of the best wing-walking teams in the business today. Dave Dacy started off flying in 1966 after growing up on an airport in Illinois. Dacy's main love has always been aerobatics and performing, and it seems to run in the family; one of his sisters represents our country in the Army and another is an airline pilot.

When asked how they met, Kazian and Dacy tell a story about family legacy. Dave's first wing walking partner was Johnny Kazian, Tony's father. "He was more of a risk taker than Tony, that's for sure", says Dacy, laughing. "He was one of the best wing-walkers in the business". Tony Kazian has been building on top of his father's legacy for 20 years, 17 of which have been with Dave. After Johnny decided it was time for him to retire, he and Dacy needed someone to take over; someone who was willing to take risks, improvise, and to be okay with standing on the wing of a plane while 2,000 feet in the air. The solution? Tony, of course. He spent three years flying with his father and another pilot, always wing-walking. After taking a break from the airplane life after his daughter was born, Tony was ready to take the skies with Dave. Unfortunately, he didn't know there were two airports in Chicago! The first airshow the two were supposed to fly together was at O'Hare airport, so Dave showed up there but found out Tony, a self-proclaimed "Farm boy", was out at Midway. What a way to start off working together. Clearly the two didn't let that slow



Anika Sundheimer

Patrick Barron



them down, as it's been 17 years and counting.

Even this year's military budget cuts and sequestration, which forced many cities to cancel their airshows, isn't stopping the duo from doing what they love. "Of course it's affected us negatively," proclaims Dacy, "we've had over half of our shows cancelled because of the cuts." Kazian and Dacy went from having 18 shows scheduled to about 8 or 9 this season due to the sequestration. "It's a big hit on the airshow business," Kazian states, "But we still have some great shows and we also book private parties."

Thinking about getting into flying yourself? Dave and Tony run their own flight school at their airport in Illinois and even have more females than males signing up to join the flying business. "Women are see-

ing and learning that there's a lot more out there for them now in this business," Dacy declares, "Women don't have to take a back seat to anyone." Along with teaching, Dacy and Kazian say that they both love having time with their family outside of flying, and they're also motorcycle buffs. But what they really do with their free time? "We fly. It's addictive," the team tells me in unison. And what they really hope to get out of shows is a sense of accomplishment for themselves after another successful flight and waving to the audience. Dacy just hopes the younger people in the audience appreciate it. "We know the older crowd does. We all take pride in this country."

To learn more about Dave and Tony, visit their website at [www.DacyAirshows.com](http://www.DacyAirshows.com)



 **US Fleet Tracking**

Anything that moves... anywhere.

*THE*  
**FLS Microjet**



Article by Ricky Matthews

Ryan Sundheimer



Patrick Barron



was something he dreamed about as a child. Growing up, Justin attended the annual airshow in Oshkosh, WI every year, until he joined the military. This year was Justin's first year back at Oshkosh, and being asked to come back as a performer was a true honor for him. "Oshkosh is the Super Bowl of airshows, and when they called in March we just couldn't believe they wanted us to come out here, but it's a unique airplane and you can't see one anywhere else in the world if you want to see one fly," he said.

They say that good things come in small packages. In the case of the FLS Microjet, that is certainly true. Imagine a high performance, fully aerobatic, single seat low wing that is jet powered and could be built by an amateur at home! That's what you get with the Microjet.

Back in the 1970s, Jim Bede of Bede Aircraft Incorporated, designed the aircraft and designated it as the BD-5. The idea caused a frenzy in the homebuilt aviation community with homebuilders everywhere dreaming of owning a high performance jet at a fraction of the cost. However, due to its design being quite advanced, the kit proved too difficult to build for most homebuilders. Bede Aircraft Incorporated was forced to close its doors after just a few years in the business. Many years later, in 1992, Ed and Richard Karnes started BD Micro Technologies Incorporated (BMT),

and went on a mission to update the original BD-5 using newer technologies and flight systems. After many years of research and development, BMT has improved the stall characteristics, increased pitch stability, reduced airframe fatigue issues, and integrated modern technology to create the "Flight Line Series", or FLS kits.

The idea of Microjets flying in airshows is not a recent one. From

the 1980s to 1991, Coors Light flew two Microjets known as the "Silver Bullets." Budweiser also had a BD-5J known as the "Bud Light Jet". The aircraft have even appeared in James Bond films such as Octopussy. So when Justin "Shmed" Lewis, a former Navy pilot, had the idea to fly a Microjet in airshows, he was simply carrying on the tradition of flying this very unique plane.

One of the things people notice

when they see the FLS Microjet is its size. From nose to tail, the aircraft is only 13ft long, or 14ft if you count the pitot tube. Due to its size, this aircraft is unique. "The Microjet is an extremely unique airplane. It inspires people, because of the sheer size of this thing, they can't believe that someone can actually get in this airplane, and fly it," Justin said.

The size is not the only thing that

makes the Microjet unique. The FLS version of the Microjet features upgraded avionics from Grand Rapids Technologies and an amazing thrust to weight ratio. The aircraft itself weighs only 416 pounds, but has 265 pounds of thrust with a top indicated airspeed of 250kts.

This great thrust to weight ratio enables Justin to fly a thrilling airshow performance in front of crowds all across the nation, which

Thanks to US Fleet Tracking technology, fans of the FLS Microjet can also enjoy tracking the aircraft when it is being trucked to shows, or even while it is flying! US Fleet Tracking uses devices about the size of a wallet to get GPS positions of anything the device is carried in. If you want to track Jason and the FLS Microjet as they travel across the country during airshow season, check out

[event.usft.com/jet](http://event.usft.com/jet)



*Cero L39*

*Albatros*

187

187D

ACHTUNG

# THE LONG ROAD TO OSHKOSH

Have you ever been driving down the highway next to a semi-truck, and wonder what's in the trailer next to you? It could be the latest machine technology on its way to be used in a state-of-the-art manufacturing facility, or perhaps some car parts headed to a dealership -- or maybe, just maybe, there might be a jet aircraft in there.

I recently had the privilege to find out what was inside one particular container. Its contents were very special. So special, in fact, that the owner of those contents spent several months planning the

placement of each component and building the precision jigs to hold them in place. The planning was accomplished down to the millimeter. There was no wasted space; a secure place for everything, and everything securely in its place.

But I'm jumping ahead. To fully grasp how special the contents of this container were, you have to go back about seventeen years, to a forgotten pile of L-39 jet parts in the middle of a field, deep in the former East Germany. A forlorn aircraft sat with a canvas tarp covering her canopy. Her wings, which had been removed and cut into sections, were resting against the fuselage. A corroding MiG-21 rested against her flank. Much of her was exposed to

the elements. Mice and birds found shelter in and underneath her belly.

Manfred Rusche had to save her. In fact, he saved five L-39s from this "field of dreams," and began restoring two of them to flying condition. Eventually, four of them were sold off to help fund the rebirth of "#187," the aircraft that was chosen by Manfred to be his jet. Over the next 17 years, Manfred and his team located several caches of parts, many of them New Old Stock (NOS) acquired directly from warehouses and parts depots. If a new part could not be found, a suitable existing part was overhauled and rebuilt using the original tooling and procedures used to build the aircraft at the Aero Vodochody fac-

tory in Czechoslovakia. The aircraft's original wing, too corroded to be of use, was replaced with a "new" wing. Every detail was addressed to make this aircraft look and perform as she did before being removed from service. Manfred researched every marking, painting her in the original East German Air Force paint scheme, using original-specification paint, with every detail perfectly authentic.

Without the ability to fly it, though, Manfred's long project would be nothing more than a museum piece. In his mind, it was a flying machine first and foremost -- and fly it must. But Germany's restrictive "war weapons" laws meant that it could not be licensed

and flown with a German registration. The least restrictive aircraft licensing restrictions are found in the USA, and it was for this reason that #187 was destined for its long ride on a ship. Manfred contracted with a dedicated American restoration company whose technicians had many years of L-39 experience. They would take #187 the rest of the way to the sky.

This brings me back to late May of 2013, when I walked into the hangar at Code 1 Aviation in Rockford, Illinois. When I entered the building that morning, I could feel the excitement in the air -- it was very much like Christmas morning when a child has been really, really good all year and wakes to find a huge present

waiting. Just looking at it, he sees the effort taken in wrapping it, but can hardly contain himself from ripping it open to see what's inside.

The crew at Code 1 removed the plane and its mounting rig from the container in a very short time. As an observer, I could tell there was a detailed plan and the crew had done this quite a few times before. By the end of the day, the fuselage was free of the jig and sitting on jacks. All the spare parts, wing pylons, fuel tanks, tail section, and horizontal stabilizer had also been removed from the jig and arranged. After three further days of intensive assembly, the aircraft appeared to be very close to being flyable, but it took another week or two of inspections, paint touch-ups, and slight modifications by the Code 1 technicians before the official FAA inspection that resulted in her being granted a US airworthiness certificate. With this, "aircraft #187" became N187D. (The "D," by the way, stands for Deutschland, of course).

N187D's maiden flight was a major milestone in the project. It was a beautiful day at the Chicago Rockford International Airport. When I arrived, the Code 1 crew had been doing some early-morning engine runs, which included the testing of some of the other systems. The test pilot for the day was Buck Wyndham. Buck is a former A-10 pilot, a veteran of Operation Desert Storm, and a former Instructor Pilot in the T-38 Talon. He now has nearly 900 hours in L-39s. He would be leading the test flight briefing, where the team would assemble to go over the status of the aircraft, discuss any outstanding "squawks" or discrepancies, and plan what would be accomplished on the flight. Before the briefing, there was some joking







and friendly chit-chat between the Code 1 staff, but once the briefing began, you could see a high level of professionalism come across the group. One question that stuck in my mind was when Buck asked, "Is there any reason not to fly the jet today?" The group didn't have any, and that meant that it was time to go flying.

The first flight for N187D would be a simple 10-minute flight to merely make sure the aircraft would fly safely. If there were no "squawks", the flight testing would continue to the next step. After the briefing was completed, Buck walked out to the jet to perform a walk-around to make sure that it was ready to fly. This first inspection is noticeably longer and more detailed than most preflights, and for good reason. Preparations complete, "187" was ready for flight and the only thing left to do was strap in and start the engine. Buck got the machine spooled-up and making some noise in no time. That Ivchenko AI-25 turboprop engine sounded wonderful.

Brian Profancik, one of the Code 1 mechanics, was in front of the jet where he could make eye contact with Buck. The dance they performed was choreographed and confident, using hand signs to communicate. Buck activated the flaps, and Brian confirmed that the aircraft's controls responded correctly. This dance was repeated for the speed brakes, elevator trim, and several other items. On a signal, Brian pulled the chocks from around the front tire. Buck gave a thumbs-up and a salute, then advanced the throttle and pulled away from the parking spot in front of Code 1's hangar, headed to Runway 07.

With the help of mechanic Chris

Koks, I was able to get permission for the two of us to position ourselves along the runway. Shortly after we were in position, Buck took the runway, advanced the throttle, released the brakes, and N187D began rolling. Jets without afterburners don't really "leap" forward, but they do rapidly pick up speed as they go. It seems like it took no time at all for Buck to rotate the nose gear off the runway. The mains continued rolling for a few seconds, and then they were off, just abeam where we stood. An involuntary "wow" escaped our lips. An aircraft that hadn't flown in over twenty-two years, fitted with a wing that had never flown, had just left the ground under its own power. It was an amazing moment!

Buck continued to fly it straight down the runway, climbing slightly. Then he pulled the nose up and banked the jet to the left as he kept the jet in a safety "cone" over the airport – just in case. It didn't take too long before we visually lost sight of the L-39 as it climbed into the blue. I had a few minutes to review the pictures, and even then it didn't really sink in that N187D had just taken flight. It seemed like a mere blink in time and we could hear N187D back overhead. Buck had flown over the runway, rolled the aircraft to the left at about the halfway point, and entered the downwind for a landing on 07. She looked beautiful in the landing configuration on final, with the gear and flaps down.

Buck eased her back to earth, with a little wiggle and a very slight puff of smoke when the main tires made contact to the runway. He kept the nose gear off the ground for about one-quarter of the runway length, "aero-braking" to save wear and tear on the wheel brakes. We





were able to beat the plane back to the hangar. Once Buck had parked the jet, opened up the canopy, and removed his helmet, you could see a huge smile on his face. The jet had performed remarkably. There had been some very minor aileron trim issues, but other than that, the jet was "Code 1". I know what you're thinking; isn't "Code 1" the name of the company in Rockford working on this aircraft? That's true – and it's also a military term used to describe an aircraft that is ready to fly, with no discrepancies, which is why Code 1 Aviation chose their name.

The crew at Code 1 was able to fly two more flights that day, each one extending the duration of flight and exploring the aircraft's flight envelope. The only thing that would have made this day better would be having Manfred there to see it with his own eyes.

Baseline data was taken on Day One flight testing with the aircraft in the "clean" configuration. The next series involved installing the four under-wing pylons and flight testing

them, then adding four external fuel tanks and performing more testing. The pylons reduced the airplane's top speed by about 15 knots, and the external tanks reduced it by a whopping 40 knots, due to the increase in drag. Pilots and owners tend to groan about these things, but even knowing the cost, I'm still a fan of the tanks. They add a menacing stance to her.

After the end of N187D's 10-hour test period, one particular follow-up flight was to be a significant one for me. This would be a photo flight, with me in the backseat of Jeff Kaney's beautiful white and blue-striped L-39. Jeff is a former Air Force C-130 pilot, and also a veteran of Operation Desert Storm. The interior of Kaney's business hangar, where we briefed the photo flight, conveys Jeff's passion for flying, from the wooden airplane models to the Rockford Airfest posters on the wall. My personal favorites were the two wall-size A.V.G. (American Volunteer Group) art prints, which reminded me that my father was a huge fan of

the A.V.G. and would have enjoyed seeing this artwork. As I enjoyed the lobby, Buck returned from another flight in N187D. We convened in an upstairs briefing room that had a terrific view of the hangar floor.

Buck led the photo/video flight briefing, first covering some safety considerations, then detailing the plan for this flight. As I mentioned before, I would be in Jeff's L-39, shooting stills of N187D. There would also be a videographer in the backseat of N187D, filming Jeff's jet. Our callsign was "Photo 1" flight. We concluded the briefing and walked out to the jets as they were being fueled up. Buck worked on getting the videographer strapped in, and Jeff worked on getting me strapped in. The backseat of the L-39 is pleasantly roomy -- I was surprised that there was that much room back there. All I had to do was remember to keep my feet away from the rudder pedals and don't touch anything red.

Jeff walked me through the start-up. In order to start a jet engine, you



need air to spin the turbine. In the L-39, that air comes from the auxiliary power unit called a "Saphir" (pronounced "sapphire"). Once the Saphir was up and running, it was time to push the engine start button and move the throttle to the start/idle position. Once the gauges looked good, it was time to start ripping up some air. Both jets taxied to the end of Runway 1. As we sat waiting for takeoff clearance from the tower, it still hadn't completely sunk in yet. I remember thinking, "I'm in the backseat of a jet."..."I'm in the back seat of a jet and we're going flying! This is really going to happen!"

Once we were cleared onto the runway, we taxied into a tight formation. Buck had the lead on the right side of the runway, and Jeff and I were on the left. We took off together, both jets barreling down the runway, gaining speed smoothly. At 100 knots, Jeff and Buck both raised their noses gently, and soon we lifted off, the landing gear and flaps retracting with a pair of head-nods from lead. Our flight of L-39s had broken the bounds of gravity and were now climbing in formation toward the north, and soon we made a turn toward the west. Our flight had departed late in the afternoon, and the timing was perfect, as the light was incredible. For the next several minutes, we photographers took turns, switching from still to video while the pilots performed several pylon turns over the Byron, Illinois area. A few minutes later, we headed further west. In what seemed like no time I asked Jeff what the large body of water ahead of us was, figuring it was the nearby Lake Summerset. Jeff's reply? "The Mississippi." Amazing! We had just been over Byron! Despite the work-





load of shooting photos, I did manage to look around quite a bit, and could see windmill farms, creeks and green farmland. It was amazing how far we had gotten in such a short time. During the shoot we also performed a few aileron rolls, with Jeff pulling the nose up slightly and rotating the aircraft. It seemed like we rotated 360 degrees in a blink of an eye.

Our time was up, and we headed for home. We maintained the formation all the way back to the airport, executing a traditional break over midfield. The landing was smooth as glass, and we taxied over to the hangar. What a ride! I had a new respect for the L-39; they are simple and straightforward in their design, but are large on the fun factor. It's easy to see why they have become so popular.

With Oshkosh fast approaching, there were several little things that needed to be done to the German jet before it would be ready for its grand debut to the US aviation world. The biggest item on the list was to get Manfred some flight time in the jet, which he did a few days later. As the ground crew took care of a few last-minute tasks on the airplane, Buck briefed Manfred on the flight. One of the things I have always found interesting is that pilots can always communicate with each other, regardless of the language they speak, by using their hands. This briefing was no different.

Once Manfred was in the jet, he was smiling from ear to ear. He even managed to adapt his authentic East German helmet to N187D's slightly Westernized intercom and radios

systems. He really looked the part. With the engine fired up and ready for flight, Buck and Manfred gave us a thumbs-up, and they pulled away from the hangar. Departure was on Runway 25, and before long they were up and away. They went out for about 20 minutes of aerobatics, with Manfred doing much of the flying. As they returned to the airport, Buck performed a practice low approach on Runway 19, and came back around for a full-stop landing, I had a better vantage point for the second approach, since by then I was on the other side of the runway.

The group of us quickly made our way back to the hangar, beating them by a few minutes. As they pulled back into the parking spot, we could see Manfred's smile illuminating the rear cockpit. He had already raised his visor, making it

easy to see the joy in his eyes. Buck had barely parked the jet and shut down the engine before Manfred opened the canopy, eagerly wanting to share the details of his flight. He climbed down and immediately embraced his wife. They were both very happy. Hugs and handshakes were exchanged with everyone that was on hand, and there were even some tears of joy shed.

The celebrations had to be cut a bit short that evening, as Manfred, Buck and N187D were scheduled to leave at first light for Oshkosh. As it turned out, bad weather kept them in Rockford all the next day, so Buck ended up flying it solo to Oshkosh a day later than was planned. Even with the delay in arrival date, Code 1 Aviation and Manfred's magnificent L-39 managed to get a premium spot in the warbird parking section,

right on the corner next to the Fightertown Cafe. During the week, the public flocked over the jet, climbing up to look in her cockpit and admiring her immaculate innards via a series of open hatches and mirrors laid on the grass underneath. After the judges had poked and prodded, and several days of tense waiting had elapsed, N187D achieved glory, winning "Best Jet" for 2013, with the Silver Wrench award going to Manfred Rusche and his team at Classic Aviation Company.

Even though N187D played a major role in this story, she was merely the conduit that brought together a special group of dedicated aviation buffs to share their passion. To see their faces light up and to hear the excitement in their voices when they discuss aircraft, and in particular the L-39, was priceless! As I

look back on the various aspects of this special summer, I still feel excitement, kind of like that kid who finally opens that huge present on Christmas morning.

It was a great honor to be a small part of this project, and I'm very thankful to Manfred and his team. Without their commitment and their years of restoring their airplane, this experience wouldn't have even been possible. Nathan Jones and the great crew at Code 1 Aviation made me feel like part of the team and allowed me complete access to their hangar. Thanks to Buck Wyndham for all his help. It never gets old seeing him fly, and it is always interesting chatting with him. Thanks to Jeff Kaney for the ride in the back seat of his jet, an experience that has given me a greater appreciation for the L-39!



*ROCKY MOUNTAIN HOUSE*  
**AIRSHOW**





*Article and Photos  
by Andrew Matthews*

Imagine a beautiful summer evening where you can see the skies come alive with the full lineup of Canada's premier airshow performers. As the sun slowly disappears behind you, a golden glow is cast on each of the performances as twilight sets in on the airfield in a community of just under 7,000 people. This is the reality at the bi-annual airshow in Rocky Mountain House, Alberta.

With a flying lineup that could rival some of the biggest airshows in Canada, a result of marketing themselves as middle of the week stop-over point between larger centers, the 10,000 people in attendance were treated to performances by the Snowbirds and CF-18 Demon-

stration Team of the Royal Canadian Air Force, the Canadian Forces Skyhawks aboard a shiny CC-130J Hercules, hang glider pilot Dan Buchanan, noted aerobatic pilots 'Super' Dave Mathieson, Jerzy Strzyz, and Team Rocket, as well as a few special unannounced surprises.

The event began in traditional fashion with the crowd looking way up to watch the Skyhawks. The takeoff of their CC-130J from only a 5,500 foot runway was truly striking. After their wind streamer drop, but before they could jump, Air Boss Donna Flynn directed them to hold outside of the performance box, because it was time to get a glimpse of our first surprise, a CC-115 Buffalo that had made the journey over the Rocky Mountains from 442 Transport and Rescue Squadron in Comox, BC. One of six CC-115s operated by the Squadron, "Snake 457"

gave the crowd two passes before demonstrating the STOL capabilities that make it so useful in British Columbia's mountainous terrain.

After the opening military demonstrations, the show transitioned into a sequence of aerobatic performances. After a full performance from Jerzy Strzyz, highlighted by his "Cobra" maneuver and finishing with an inverted ribbon cut, Ken Fowler, one half of Team Rocket, and Super Dave each gave teaser performances that could have easily qualified as a full show.

The aerobatics then gave way to the second surprise performance in the form of a water drop from Air Spray Ltd. and one of their L188 Electras. Working in conjunction with the "Bird Dog" observation aircraft, a Rockwell Turbo Commander 690, the Electra quickly extinguished a mock forest fire with its 3,000 gal-





lons of water and created a rainbow over the runway in the process.

Once the residual mist had settled, it was time for nine of Canada's best pilots to take to the skies for a signature Snowbird high show. Starting engines to "Keep Hope Alive" by The Crystal Method, the anticipation was palpable as the team came to life. With pre-flight checks complete, Maj. Wayne Mott proceeded to lead the team down runway 31 for takeoff on runway 13. Reaching the end of their taxi, all nine Tutors wasted absolutely no time throttling up producing a rhythmic roar that

seemed to reverberate endlessly as they sped past the crowd. Always a fan favorite, the demonstration did not disappoint, with the always popular lag back cross and drawing of the heart, which was, according to scanner communications, performed 400 feet lower than normal, receiving the loudest reactions from those in attendance.

Trying to top the Snowbirds is always a challenge, but Eric Hansen and Ken Fowler certainly gave it a shot, beginning their Team Rocket routine with a stunning opposing takeoff cross. However, before they

could finish, their airspace was "invaded" by paraplegic hang glider pilot Dan Buchanan. A very clever way to bring a different kind of airshow routine to the audience, Ken and Eric try and make life miserable for Dan as payback for the "interruption" before Dan lands and his inspiring story of perseverance is revealed to the crowd.

The final aerobatic show of the evening saw another appearance by Dave Mathieson. A former pilot for Air Canada Jazz, Super Dave earned his nickname due to an incident on his first professional flying job in the

cockpit of a Cessna 180 float plane. According to his official biography, "the control stick for the aircraft disconnected from the dashboard, losing both aileron and elevator. Dave managed to keep the aircraft flying by using the trim wheel, his body weight, and opening the doors to steer the aircraft back to his base. Dave flew the airplane like this for almost one hour before landing it smoothly on the lake."

Once they had their fun, it was time for the show to finish with a boom courtesy of Captain Patrick "Flocho" Pollen and the CF-18, the

only single ship military jet demonstration in North America this year. Due to a short delay in starting the show earlier in the evening, by the time Flocho had his engines fired, the show was in full twilight mode with the sun having disappeared entirely behind the horizon. Any photographers in the crowd were pushed to their technical limits, but flying in such a dark sky meant the use of afterburners provided a show within a show. And regardless of the time of day, there really is nothing like the noise of the CF-18's two General Electric turbofans vibrating

to the very core of one's body. In another major coup for the airshow organizers, the team finished their show in a shower of sparks as they demonstrated how to "catch a Hornet" with an arrested landing.

The folks in Rocky Mountain House should be very proud of their airshow. At only 15 dollars for a ticket purchased in advance, the show represents one of the best value shows in Canada. The organizers have a mission to become the "Best Small Town Airshow", and the 2013 edition undoubtedly made a very strong case for that title.







51<sup>st</sup>  
Abbotsford  
International  
AIR SHOW



Article and Photos  
by Anthony Richards

The 51st Abbotsford International Airshow was the show to see in the Pacific Northwest this year. With sequestration budget cuts forcing the US Navy Blue Angels to abandon their planned performance at this year's Seafair in Seattle, WA and Air Mobility Command to axe their biannual AMC Rodeo held at Joint Base Lewis-McChord, our friends to the north once again provided the venue and the acts to entice all of us die hard aviation fans for this season. However, the British Columbia-based show didn't escape the impact of the US budget cuts either.

While the Canadian Armed Forces stepped up their participation in the show this year with a CH-149 Cormorant Search and Rescue demo, the return of the Canadian Forces field assault demo, Skyhawks Parachute Team, and the CF-18 Hornet demo, the performances were noticeably without their usual rumble and roar of US military hardware. Excellent civilian acts filled in for the USAF and USN, featuring demonstrations by regional museums such as the Historic Flight Foundation (Everett, WA), the Canadian Museum of Flight (Langley, BC), and the Heritage Flight Museum (Bellingham, WA). Newcomers to the show like Greg "Wired" Colyer in his T-33 Shooting Star "Ace Maker" and the 4CE aerobatic team featuring Matt Chapman and Jack Knutson also made their debuts. Veteran performers also returned to complete the flying lineup, with world aerobatics champion Rob Holland in his new MXS-RH, Manfred Radius' soaring demo, Kent Pietsch providing comedic relief throughout the



day, and Bill Braack in the Smoke-N-Thunder jet car.

Static display wise, the Canadian Forces boasted an excellent complement of examples of nearly all of their flying hardware, filling one of the two taxiways left empty in the absence of US aircraft. Civil aircraft also banded together in force to help fill in, including a Transport Canada SAR Dash 8, Cessna Corvalis

TTX, Citation Mustang, and a very impressive Republic RC-3 Seabee that took home the Grand Champion award at the 2011 EAA AirVenture.

Interesting highlights of the show included the crew and cast members Mickey McBryan and Scott Blue from the Discovery Channel series Ice Pilots filming at and promoting the show. The two par-



ticipated in a local charity event where they offered attendees the chance to drop them in a dunk tank at the Kids Zone. The Historic Flight Foundation also put on a raffle for rides in their North American B-25D Mitchell "Grumpy" and their recently restored DC-3 in Pan American colors. I was one such fortunate winner and enjoyed an exciting flight along the Fraser Valley with a half-dozen other passengers as a collection of T-6s flew in formation with us.

All in all, this year's Abbotsford was a little less grand than previous shows because of the absence of the USAF. That being said, the CAF and local museums were fantastic substitutions that I expect will be back in years to come as crowd favorites. I'm looking forward to next year's show that I believe will be one of the better I will have seen.

A huge thanks to the media coordinators and show organizers for the Abbotsford Airshow Society, Historic Flight Foundation for the flight opportunity, and the many volunteers that helped make this show happen.







THE ROYAL INTERNATIONAL  
**AIR TATTOO**

2013





*Article and Photos  
by Bryan Mangan*

Each year, RAF Fairford in the United Kingdom plays host to the Royal International Air Tattoo (RIAT), one of Europe's premier flying displays and arguably the world's largest airshow. Located in the beautiful Cotswolds of southwestern England, the show has been presented each year since 1971, with only the 2008 public events being canceled, due to exceptionally heavy rains. This year, however,

RIAT 2013 was graced with historically high temperatures and mainly clear, blue skies, allowing aircraft from twenty nations to provide flying and static displays to sellout crowds of approximately 130,000 spectators. On July 20th and 21st, approximately 230 aircraft and five aerobatic display teams representing the UK, Switzerland, France, Italy, and Jordan joined individual military solo displays from ten countries including the UK, France, Italy, the Netherlands, Poland, Sweden, Hungary, Finland, Belgium, and Estonia. British Airways, Air-

bus Military, Breitling, and Red Bull also provided flying displays, with BAE Systems serving as the overall sponsor of the event. All told, RIAT 2013 showcased advanced fighters, helicopters, transports and patrol aircraft from Europe, the Middle East, and South America, as well as warbirds and historic aircraft from throughout Europe.

This year, the show's themes were "Best of British" and SkyGuardian. SkyGuardian highlighted the many surveillance, security, and evacuation aircraft which demonstrated "the important role [that]

aircraft play in safeguarding life, land and liberty around the globe," according to the RIAT website. The SkyGuardian operational theme accounted for some of the flying displays and many of the static surveillance, maritime patrol, police, and Intelligence Surveillance, and Reconnaissance (ISR) aircraft on display, while the "Best of British" drove two separate but historic Red Arrows flypasts. On the 20th the Red Arrows flew in formation with the first Airbus A380 delivered to British Airways, and on the 21st the RAF display team flew in formation

with an Airbus A400M Atlas. Both flybys were headline events for RIAT 2013.

With over 35 flying display events each day, it is difficult to break down each participant and team in any degree of detail. Eurofighter Typhoon's were well represented, with an example from every active and reserve RAF squadron present in the static display, and an FGR4 from No. 29(R) Squadron and an EF-2000 from the Italian Air Force presenting solo displays. Additionally, two Saab JAS Gripens flew, with solo displays from the Swedish Air

Force as well as the Hungarian Air Force. The Italian Air Force performed simply unnatural acts with an airplane during its C-27J Spartan display, conducting loops and rolls with the light cargo aircraft. The French Air Force Dassault Rafale C solo display flew both days, and the Patrouille de France performed on Sunday. Finally, both the Royal Jordanian Falcons and the Swiss Air Force PC-7 team performed, with the PC-7 team being awarded the King Hussein Memorial Sword for the best overall performance during the show.



Perhaps the most unique fast jets performing were the excellent Polish Air Force MiG-29 demonstration and the Estonian Air Force L-39C display. Warbirds included the Battle of Britain Memorial Flight with their Spitfire, Hurricane, and Lancaster, the latter of which did a flyby with a Tornado GR4 from No. 617 Squadron as part of a "Dambuster Salute" recognizing the 70th anniversary of the Dambuster raids,

and of course, the Avro Vulcan B2 from the Vulcan to the Sky Trust. The RAF and Army Air Corps put up several helicopter displays, from the Agusta Westland Apache AH1 to the Lynx AH7 to the Chinook HC2. With the Dutch AH-64 Apache demonstration, the Belgian Agusta A109BA flight, and the Finnish Army NH90 display (the first Finnish Army aircraft to ever participate in the show), RIAT provided a broad

array of rotary winged excitement throughout the day. RIAT boasts two miles of static aircraft, and walking the grounds certainly took some time to take it all in. Static participants included several unique aircraft, such as the Greek EMB-145 Airborne Early Warning and Control aircraft, the Brazilian Embraer R-99, and an Estonian AN-2 Colt, as well as numerous civilian aircraft.

2013 represented a few firsts and as well as several final events for RIAT. Apart from the Finnish Army NH90 and the British Airways A380 appearance, the restored Canberra PR9 photo reconnaissance bomber XH134 made its first flight to RIAT from the nearby Cotswolds airport where it had been restored - and was only certified as airworthy the day prior to its July 19th flight to RIAT! Additionally, one of the then

three remaining Vickers VC-10 air to air refueling aircraft was at the show. As the type was retired in September 2013, it marked the last occasion for the aircraft to make an appearance at RIAT. The Lockheed Tristar is also approaching retirement in 2014, fueling some speculation that the daily flypasts from nearby RAF Brize Norton at this year's show may be the last RIAT appearance for this airframe as well.

RIAT did an excellent job catering to participants, families, and photographers, with spectators allowed access to the airfield over a five day period allowing for observation of both arriving and departing aircraft. For an additional fee, tickets could be purchased for the Friends of the Royal International Air Tattoo enclosure which allowed grandstand seating on the runway at show center, allowing for unobstructed views







of the airfield throughout the day's events. Other more exclusive venues allow catered meals and garden-type seating. Additionally, several "zones" provided non-flying entertainment to those seeking a bit of a break from the jet noise. Attendees looking to do something else for a bit could slip into the Lockheed Martin Technozone, the Adrenalin Zone for automobile and X-games type events, and the Vintage Village for entertainment and history from the 1930s to the 1960s.

RIAT 2013 has been described as smaller than previous Air Tattoo events. No aircraft from Asia made the trip in 2013, and many Eastern European nations were not represented. Additionally, the absence of American aircraft due to sequestration budget cuts was noted both by show organizers and spectators, demonstrating that sequestration's Defense Department impacts are being experienced far beyond the United States. Worldwide budget cuts may have decreased the scope of the show from years past, but with seven and a half hours of largely military flying displays from an international field of participants, the 2013 presentation was a well organized, well supported event. It earned and deserves praise for its scope and impressive schedule and international support. RIAT is, however, an exceptionally expensive airshow to attend. While the show does support the Royal Air Force Charitable Trust, a noble cause that does impressive work, simply attending the event represents a financial commitment that few airshows in the world can match.

RIAT 2014 is being presented as a three-day show scheduled for July 10-12, celebrating 50 years of the RAF Red Arrows display team.



# AEA AIRVENTURE 2013

Captions by Patrick Barron and Daniel Gagnon



Have you ever dreamed of driving to the airport and flying away in the same vehicle that you drove in on? That can soon be a reality with the Terrafugia Transition, a light sport airplane capable of transforming between a car and a plane. On the highway, it can reach speeds of up to 70 mph. In the air, it can fly up to 107 mph and has a range of 489 miles (805 miles when driving). The Transition is currently in development and will carry a price tag of about \$279,000.

Michael Misorski



Ricky Matthews



Patrick Barron



Patrick Barron



Ryan Sundheimer



Alan Barbor



Patrick Barron



Ricky Matthews



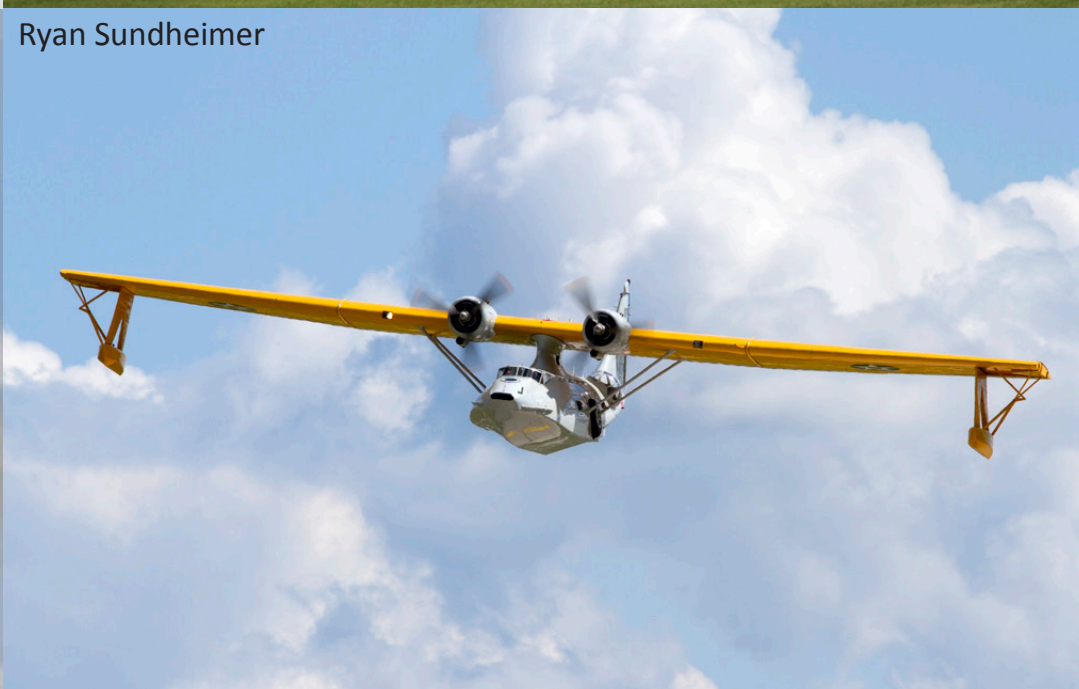
Patrick Barron



Alan Barbor



Ryan Sundheimer



Ryan Sundheimer



# LINCOLN GALLERY

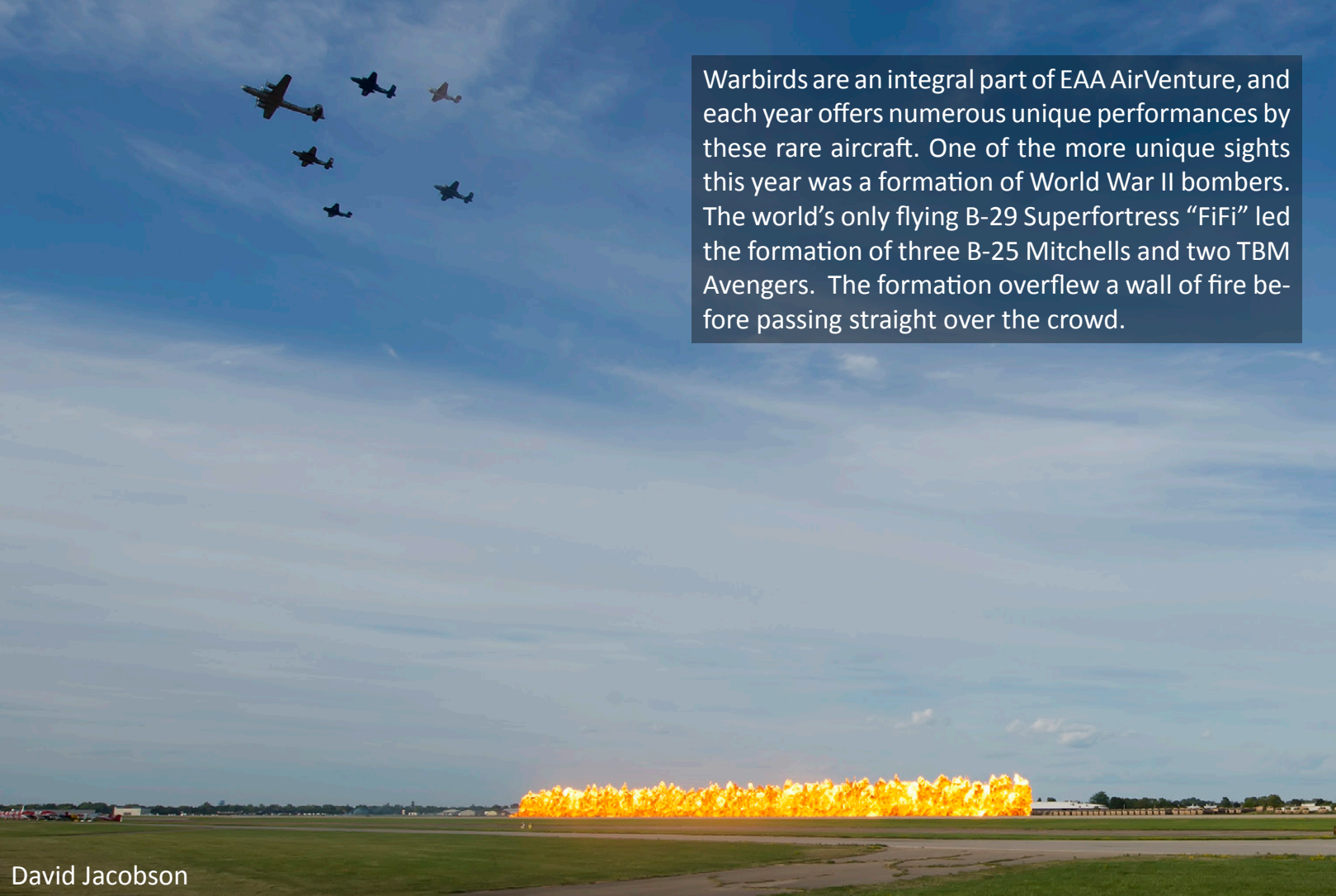


Of course there are plenty of things happening on the ground during AirVenture as well. One major event was the Gathering of Eagles Gala, a fundraiser for EAA's Young Eagles program that offers free aircraft rides to children with the goal of sparking an interest in aviation. Helping raise money for this cause was aviation artist Michelle Rouch, who offered two oil paintings that brought in \$59,000 at auction. The event as a whole raised \$2.5 million in just one evening!





Warbirds are an integral part of EAA AirVenture, and each year offers numerous unique performances by these rare aircraft. One of the more unique sights this year was a formation of World War II bombers. The world's only flying B-29 Superfortress "FiFi" led the formation of three B-25 Mitchells and two TBM Avengers. The formation overflew a wall of fire before passing straight over the crowd.



David Jacobson



Patrick Barron



Alan Barbor



Alan Barbor





Tom Hedlund



Patrick Barron



Tom Hedlund



Tom Hedlund



Patrick Barron



Patrick Barron



Alan Barbor



Patrick Barron



Patrick Barron



Alan Barbor



Tom Hedlund



Patrick Barron



Patrick Barron



Patrick Barron

Dusty Crophopper from Disney's Planes may have dreams of becoming an air racer, but the Ayres Thrush 510G reminded us all that it's still pretty exciting to be a crop duster. The 510G showcased everything there is to see in a crop duster, from "pesticide" spraying (or in this case, airshow smoke), a water dumping, and surprising maneuverability for an aircraft that's known as a tractor in the sky. The first Thrush flew in 1956 and since then, just under 2,000 have been built.



Patrick Barron



Ricky Matthews



Patrick Barron

Alan Barbor



Ricky Matthews



Patrick Barron



Patrick Barron



Michael Misorski



Patrick Barron



Patrick Barron



Patrick Barron



Patrick Barron



Ricky Matthews





Perhaps the most hyped performer of AirVenture was Yves "Jetman" Rossy and his one of a kind jet-powered wing that effectively makes him a human aircraft. Jetman made his first public appearance in the United States, after making numerous public appearances in Europe and a private appearance in 2011 at the Grand Canyon. The carbon-Kevlar jet-wing has 4 engines that produce 22 kilograms of thrust each, allowing Jetman to reach speeds of 150 miles per hour and even perform aerobatics.





Patrick Barron



Patrick Barron



Michael Misorski



Patrick Barron



Alan Barbor



Patrick Barron



The Honda Aircraft Company made its way onto the general aviation scene with the HA-420 HondaJet. After first flying in December of 2003, the HondaJet is soon to enter production; they plan on building 70-100 planes per year with a price tag of \$4.5 million. It seats 6-8 people (1-2 crew, 5-6 passengers) and has a range of over 1,300 miles. Two HondaJets flew in formation at EAA AirVenture 2013, displaying the light-weight passenger jet's high speed, safe handling, and high maneuverability.



Patrick Barron





Located at Ellington Field in Houston, Texas, the Texas Flying Legends Museum has an incredible collection of aircraft that were on display at EAA AirVenture 2013. In fact, the collection had its own schedule block for a fantastic performance featuring the B-25, two P-51s, the P-40, F4U, and a real A6M2 Model 21 Zero. This is one of only a few flying Japanese Zeros left in the world. The performance started with a five ship formation that was attacked by the Zero, expertly flown by Warren Pietsch. The American fighters came to the aid of the B-25 in a twisting dogfight scene played out in front of the crowd.

Alan Barbor



Alan Barbor



Patrick Barron



Patrick Barron



Patrick Barron



Alan Barbor



Patrick Barron



Ryan Sundheimer



You won't need a giant hangar to house a jet like the Subsonex JSX-1. This small, single-seat jet aircraft is powered by a PBS TJ-100 turbojet engine that can bring this 750 lb aircraft up to 180 mph in cruise and 200 mph max. The JSX-1 was first introduced at AirVenture in 2009 and is currently in development. Unit cost is \$125,000 and is projected to be released later this year.



Alan Barbor



Tom Hedlund



Ryan Sundheimer



Michael Misorski



Ryan Sundheimer



Ricky Matthews



Ricky Matthews





Eric W Miller



David Jacobson



David Jacobson



Tom Hedlund



Patrick Barron

Patrick Barron



Patrick Barron



Patrick Barron



Eric W Miller



Patrick Barron



Electric propulsion is becoming a reality with aircraft such as the ESpyder developed by Yuneec and Greenwing International. The two that flew in the showcase displayed fine handling and formation flying. For under \$40,000, this single-seat electric aircraft can be yours as a DIY kit. The engine is a 24 kilowatt electric motor that generates 32 horsepower and flies as fast as 68 mph and as slow as 38 mph. Electric propulsion is entering the scene in aviation and the ESpyder is the next step in that direction.

David Jacobson



Eric W Miller



Patrick Barron





Patrick Barron



David Jacobson



Ricky Matthews



Patrick Barron



Alan Barbor



Patrick Barron



One of the more popular events at EAA AirVenture is the night show. AirVenture has one of the greatest night shows in the industry, including a fantastic fireworks display. This year actually featured two nights shows because it is such a crowd favorite. The AeroShell Aerobatic Team, Julie Clark, Matt Younkin, the Batcopter, Gene Soucy, and Otto the Helicopter are just some of the performers. AirVenture first timers Team RV also performed their routine after sunset. Saturday's night show was capped off with the final wall of fire in Rich Gibson's illustrious career.



# REPORTS FROM THE FIELD

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

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

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



Patrick Barron

Alan Barbor



Alan Barbor



Patrick Barron



Shawn Yost



Patrick Barron



Patrick Barron



Patrick Barron



Patrick Barron



Alan Barbor



Patrick Barron



Alan Barbor



Patrick Barron



Shawn Yost



Alan Barbor



Alan Barbor



Alan Barbor



Alan Barbor



Patrick Barron



*Truckee Tahoe AirFair - Truckee, CA*  
*Photos by Mark E Loper*



# Geneseo Airshow - Geneseo, NY

Photos by Shawn Yost



*Nevada County Airfest - Grass Valley, CA*  
Photos by Mark E Loper





**Wing Nuts Flying Circus - Tarkio, MO**  
Photos by Jeremy Hampton







*Duxford Flying Legends - Duxford, UK*  
Photos by Dennis Vos













# Gathering of Warbirds and Legends - Topeka, KS

Photos by Jeremy Hampton













*Kecskemét International Airshow*  
*Kecskemét, Hungary*  
*Photos by Tom Lammens*





# Thunder Over Michigan - Ypsilanti, MI





Ryan Sundheimer



Ryan Sundheimer



Shawn Yost



Shawn Yost



Ryan Sundheimer



Patrick Barron





Patrick Barron



Patrick Barron



Patrick Barron



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Shawn Yost



Patrick Barron



Patrick Barron



Michael Misorski



Michael Misorski



Michael Pentrak





Ryan Sundheimer



Patrick Barron



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Patrick Barron



Patrick Barron



Michael Pentrak



Patrick Barron



Michael Misorski



Patrick Barron



Shawn Yost



# Greenwood Lake Airshow - West Milford, NJ

Photos by Ryan Tykosh



# Wings Over Wine Country - Santa Rosa, CA

Photos by Mark E Loper





















Alan Barbor



Alan Barbor



Alan Barbor



Alan Barbor



Ryan Sundheimer



Ryan Sundheimer



Alan Barbor





Alan Barbor  
Ryan Sundheimer



Alan Barbor



Alan Barbor



Alan Barbor



Alan Barbor

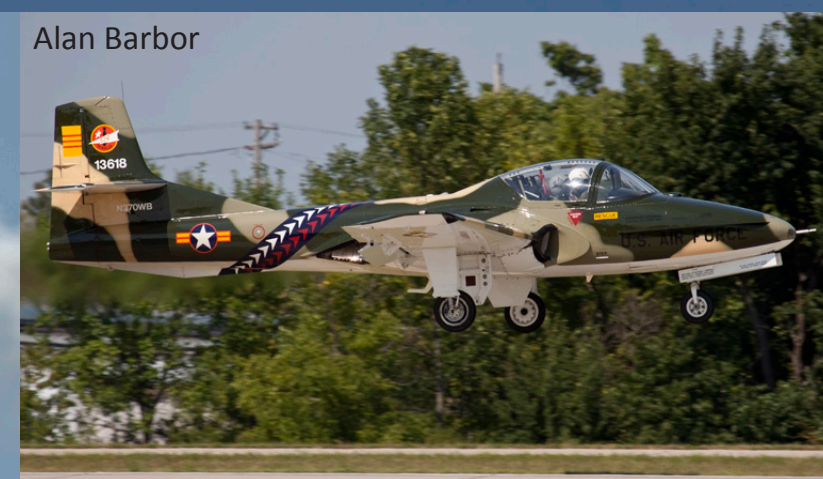
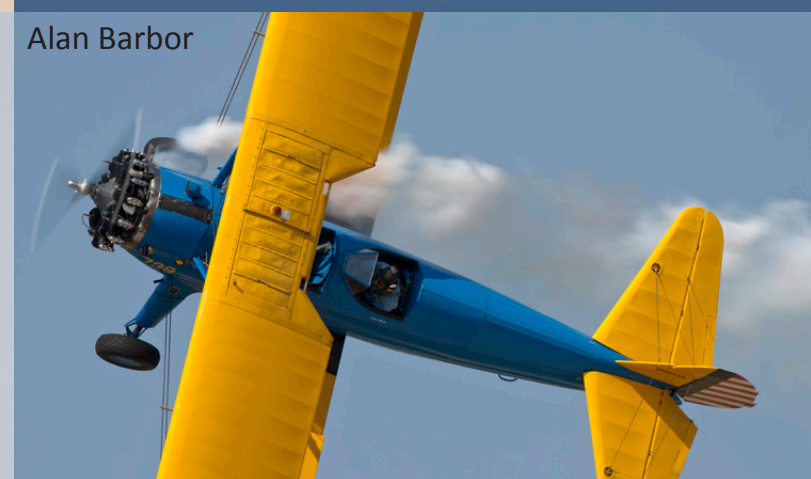
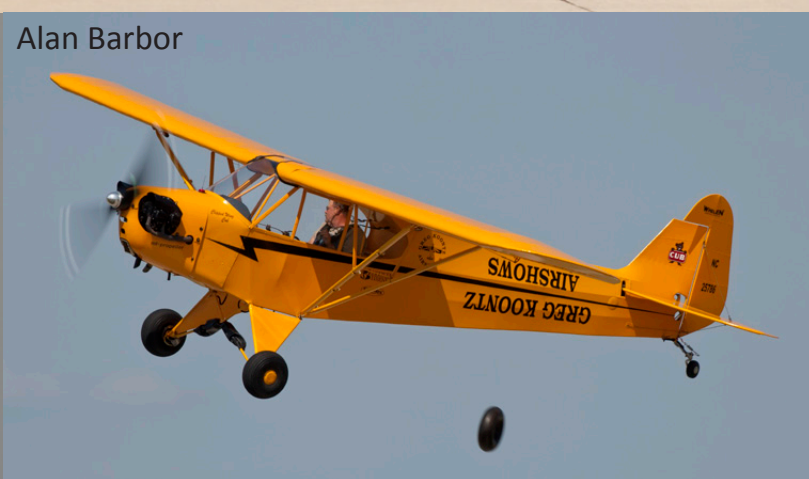
Ryan Sundheimer



Alan Barbor

Alan Barbor

Alan Barbor





# Lehigh Valley Airshow - Allentown, PA

Photos by Ryan Tykosh





*Oakland County Intl Air Fair - Waterford, MI*







Patrick Barron



Patrick Barron



Patrick Barron



Shawn Yost



Patrick Barron



Patrick Barron



Shawn Yost



Patrick Barron



Patrick Barron

Shawn Yost



Patrick Barron



Michael Pentrak



Patrick Barron



Patrick Barron



Michael Pentrak



Shawn Yost



Patrick Barron



Michael Pentrak



Michael Pentrak



**Brantford Rotary Airshow - Brantford, ON**  
Photos by Shawn Yost





***Thanks for Reading!***