

# AirshowStuff

Magazine



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August 2010

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## Cover Photo

A Sky Soldiers UH-1 Huey kicks up grass as it comes in to land.  
Photo by Ryan Sundheimer. For more, see page 12.

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### Monthly Photo Contest

If you are a photographer, pick your best shot and enter our monthly photo contest! Just take your photos at an airshow or airport and send them in to [RS@AirshowStuff.com](mailto:RS@AirshowStuff.com)!

**Photo Contest Rules**

- Two entries per person per month.
- All entries must be your own work.
- All photographs must be from the current calendar year.
- Photos must be at least 1000 pixels on their longest side.
- The photographer retains all rights to the entered images.

We will review all of the entries and pick one winner and two runners up to get published. The winner will receive a free DVD set or 8x10 print of their choice from AirshowStuff.com. If you don't win, try again next month! Good luck!





## 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](mailto:RS@AirshowStuff.com) We'd love to have you!

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## Thanks to those who contributed to this issue!

Angelo Aldrighetti  
Patrick Barron  
Nate Burrows  
Pat Cherry  
William Derrickson  
Jenny Forsythe  
Aaron Haase  
David Jacobson  
Steven King

Charlie Lai  
Sam Larson  
Andy Nixon  
Ryan Orshinsky  
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Jean-Guy Pitre  
Matt Sorensen  
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# Jenny's Journal

1978



1992



2010



Why?!

Article by Jenny Forsythe - American Barnstormer Wingwalking Team

When people ask me why I do what I do – walk around on the outside of an airplane in flight – I tend to have a variety of reasons. The easiest and most obvious “quick” answer, of course, is because I simply love it, which I imagine most people take to mean for the fun and exhilaration it offers. But there is a much deeper reasoning than that which I don’t often get to explore during brief interviews. Perhaps, if you’ve been to one of our shows, then you already know a little about this from our narrative. For those who haven’t had that opportunity yet, I’d like to share that answer with you now, a bit more in-depth.

Have you ever had one of those moments in your life when everything just all of a sudden makes sense? I had one of those

moments in early 2004 when I was first training to become a wing walker. Never in my wildest imagination had I ever thought I would live a life that included aviation and flying on a regular basis... I had always dreamed of flying, but just never had the necessities I thought it took (money, time, opportunity) to make it a reality. When that door opened and I had the chance to become a wing walker, I knew the physical demands would certainly be a challenge; but even more challenging for a girl like me would be the performance part of it all.

You see, although I had a good childhood overall with very loving parents, I somehow just never developed a healthy level of self-esteem. As long as I can remember, I always considered myself unattractive, overweight, and simply

undesirable in the eyes of others. The fact that I got braces in the 3rd grade and was stuck with them for 9 years, and consistently packed on the pounds through high school and college certainly didn’t help. All I ever wanted was to fit in with everyone else, but since I didn’t feel that I did, I usually just hid in a corner somewhere so nobody would notice my flaws. I had some close friends, but since I didn’t dare bother anyone with my pathetic self, I found making new friends very difficult.

Needless to say, as the vicious cycle of depression and weight gain continued, I found my college years to be quite dreadful. And considering I had always been told that college should be the best years of your life, I found nothing but despair when I looked to the future. Despair can cause a per-

son to make a lot of bad decisions in life – and you find yourself in a constant spiral downwards.

But then...God brings people into your life who act as seeds of hope. It’s amazing what one little seed can do in a person’s life. In this case, it was a new girl who transferred into my college at the start of my 3rd year (1990), ending up in the dorm room right beside mine. She shared her story of having been overweight just a few years earlier. By the time I met her, she was as thin and as tiny as could be – in a healthy way – and you’d never have guessed she ever weighed as much as she did. But she had photos to prove it and that helped me believe that maybe there is some hope for me after all.

I still had a long way to go in dealing with some of my past issues – some things that were inflicted upon on me, and some things that through my poor choices I had inflicted upon myself – but I was finally on a healthier path by my later undergrad years. And then more seeds of hope entered my life. People who shared their stories of tough times in their lives and how they managed to make it through them and come out the other side that much stronger... physically, mentally, emotionally, spiritually. Grad school proved to be a huge turning point in my life, thanks to my graduate advisor and a number of friends I grew close to during those years, who kept the hope of a brighter future growing stronger in my heart.

Though I managed to shed the pounds during those years and become more physically fit, and even ended up with a healthier dose of self-esteem, I was still quite shy and quiet. And it wasn’t all smooth-sailing, as I still had many tough lessons to learn, especially the one about how important it is to find happiness in yourself, rather than try to base it on a relationship – it took me a couple times to learn that one!

So fast forward to 2004 where I’ve discovered that I’m physically capable of wing walking and found myself wondering why I had been given such an incredible gift. Just as I was reaching that point, I also found myself reading “The Purpose Driven Life”, a book my dad had shared with me. I came upon the chapters that discuss S.H.A.P.E. and was literally brought to tears – it finally all made sense. All those years of despair, this new found, albeit very strange, talent, and my life-long fascination with flight were finally all coming together in a way that spoke to my deepest core of being. Briefly, the concept is that our S.H.A.P.E. is what leads us to be who we’re meant to be on this earth. S is for Spiritual gifts, H is for Heart – or what we’re passionate about, A is for Abilities, P is for Personality, and E is for Experiences – many of which give us the background to help heal the hurt of others. At this point I knew the gift of wing walking was not given to me for my sole pleasure, but that I was meant to make so much more of it.

Understanding that I had a far more important task at hand than just entertaining folks by posing pretty on the wings of a plane, I overcame some of my inherent shyness and took to the performance part of wing walking much more easily than I ever thought I would. I used to be very intimidated by large crowds (and in some cases still am at events other than airshows), but when I’m performing at an aerial event, I feel ALIVE, not frightful. Again, more proof to me that I’m where I’m supposed to be. I realized early on that my being a wing walker would give me the opportunity to be a seed of hope in the lives of others, just as others had been to me. Hope is an amazing thing and it can absolutely break the chains of despair.

So why do I wing walk? I wing walk not so that the light might shine upon me, but so that it shines through me... to others who need that little seed of hope so that they might go on to help even more people. And I know I’m not done yet... I’ve still had some pretty tough decisions to make and lessons to learn since embarking on this journey six years ago, and I know there will always be more ahead. But with God as my guide, constantly enriching and further molding my S.H.A.P.E., I know I can persevere, for “suffering produces perseverance; perseverance, character; and character, HOPE.”

[www.AmericanBarnstormer.com](http://www.AmericanBarnstormer.com)

# BOOM Goes the Dynamite



Aaron Haase

Article by Aaron Haase

At many airshows across the country, there are explosions. These explosions are controlled and pose no harm to the people viewing them. They are called pyro and there are several groups of people who pride themselves in creating the loudest and most exciting explosions possible to entertain the crowd. I had a great chance to experience first hand the process that goes into creating this excitement.

The Tora Bomb Squad is a group of people who are part of the Commemorative Air Force's Tora Tora Tora re-enactment team. This group of individuals comes from all over the United

States for one goal: to blow stuff up. At every air show I have ever been to that has had pyro, I've always wondered how they accomplish these massive balls of fire. One day I decided to ask if it was possible to see what really goes into making this happen. After a few emails, David West contacted me about working with them at the Quad City Air Show in Davenport, IA and I graciously accepted. It was time to see what it takes to blow something up!

Saturday morning came with much excitement, except for the 6:00 AM wake-up call to start getting things ready. After a quick breakfast, we drove as a group out to the airport. The Quad

City Air Show was proud to announce that the Tora Tora Tora act would be the headliner. For us, this meant that we would be out on the field all day working and sweating and getting the pyro set-up. In all honesty, setting up pyro is truly really easy. It does take a long time to place it all, however. I cannot say everything that is used for the pyro but in short it is a lot of gas and a lot of dynamite. On that morning, I was taught a lot by David. I learned how to set up the infamous wall of fire and also helped set up the A-10 strafing run. The strafing run is a long series of dynamite with two bags at the end to mimic the destruction caused by an actual cannon

attack. After we set that up, I got to see how to set up a rocket attack, also known as a walker. It was a few bags of gas with dynamite set to go off at different times. During the Tora Tora Tora act, David asked us if we wanted to blow some of the pyro up. I definitely jumped at that proposal, so we went out to the field and blew up some of the pyro. Unless you have been around something that has blown up less than twenty-five feet behind you, you really do not know how it feels. It was incredible to do. After all the pyro had been blown up, we checked to see if there were any fires, put them out, had a safety brief, and closed out the show on Saturday.

On Sunday, I wanted to experience it again. It was the same routine but this time I got to set up the strafe almost by myself and I got to re-work the rocket attack. I did not blow up any of the pyro on this day. Instead I decided to take pictures of the Tora Tora routine from a unique angle. I stood behind the performance to get some interesting photos. I was truly awed by the sight of the Tora aircraft flying directly over me. It was an awesome point of view that I will never forget.

I want to express my deepest thanks to David West and the entire Tora Bomb Squad and the Tora pilots for all the great fun they have provided us in the last year. They are a great group of individuals and a great group to have at any air show. My deepest thanks to this wonderful group of men and women!



Sam Larson



Aaron Haase

Aaron Haase



Aaron Haase  
Sam Larson



Aaron Haase



Sam Larson



Aaron Haase

Aaron Haase



Sam Larson



# HARDCORE HUEYS

## A FLIGHT WITH THE SKY SOLDIERS

Article by  
Ryan Sundheimer



As someone from the ground crew slides the cabin door shut, the helicopter begins to rock to life, shaking forcefully against its skids. A minute later the door is opened again and we are exposed to the rotorwash. Soon we lift off and slowly pivot in place, hovering 15 feet off the ground.

Low speed flying in a helicopter is an amazing sensation. Unlike in a fixed-wing aircraft or car, you have no idea what direction you will be moving in next, whether it be sliding sideways, rotating around, pitching up, or rolling side to side. It is an unpredictable thrill ride.

Finally we turn away from the landing zone, marked by an orange-painted tire, and accelerate away from the airport. The view from the completely open doorway is spectacular, and obstructed only by the machine gun mounted in front of me.

It is my second time flying in a Sky Soldiers UH-1 Huey at the Dayton Airshow. Several years ago I bought one of these rides, but this year I have been offered a seat to take photos. For this flight, we are escorted by an AH-1 Cobra attack helicopter, which swoops all around us as we cruise over neighborhoods.

I am riding in the gunner's well, a position on each side of the aircraft where the seats face directly outward instead of forward or backward, as the middle benches do. My toes are hanging over the edge of the floor as the helicopter banks to the right, and suddenly I am tilted so far down that I can't even see the horizon. The pilots of our Huey demonstrate the aircraft's maneuverability by performing hard turns to either

side followed by a sharp climb. They cap things off with a negative-G pushover and dive, raising us out of our seats. The rotors beat the air with the legendary Whup-Whup of a Huey as we pull back to level. Too soon it is time to return to the airport for landing. The Cobra rejoins on our side and follows us into the LZ.

Flights like mine are the primary fund-raising tool for the Army Aviation Heritage Foundation, also known as the Sky Soldiers. The AAHF is a non-profit group that preserves and demonstrates the legacy of US Army

aviation. They offer Huey rides at a number of airshows each year, and this year have also added the Cobra ride program. They also have several different airshow routines that they perform at airshows across the region, including a four ship AH-1 formation team and "Rescue at Dawn", a dramatic reenactment of helicopter warfare in Vietnam.

What makes the Huey and Cobra rides special is the history involved. Many times both the aircraft and pilots are combat veterans of the Vietnam War, and it is easy to imagine what it was like

back then.

All weekend long, airshow fans in Dayton experienced these thrills themselves, and showed overwhelming support for both the Huey and Cobra rides. Both will be back in Dayton next year, so be sure to donate to a good cause while going for an awesome flight!

I want to thank the Dayton Airshow, Shiela Wallace, Jeff Moss, and the rest of the Sky Soldiers crew for this great opportunity! For more information on the AAHF, visit:

[www.ArmyAv.org](http://www.ArmyAv.org)

Ryan Sundheimer



Ryan Sundheimer







Ryan Sundheimer



William Derrickson



William Derrickson



Ryan Sundheimer



Ryan Sundheimer



William Derrickson



Ryan Sundheimer



First Place - Charlie Lai (19 points)

Third Place - Michael Pentrak (11 points)



Second Place - Ryan Orshinsky (15 points)



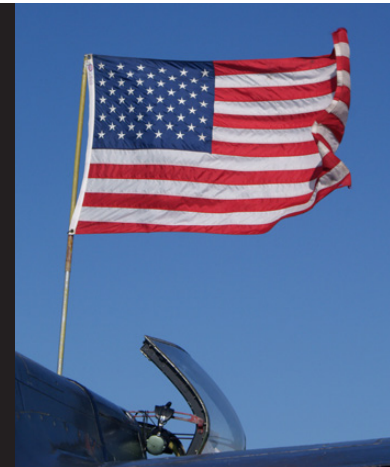
### Monthly Photo Contest

Congratulations to the unanimous winner of the August photo contest - Charlie Lai! If you want to see your photos here, be sure to enter next month's contest! The rules are on the inside cover. Thanks to everyone who entered!

*Judging: Each judge selects their top five pictures. Their first choice gets five points, their second choice gets four, and so on. The points are added up and the one with the most points is the winner.*

Fourth Place - Charlie Lai (10 points)

Fifth Place - Angelo Aldrighetti (9 points)



# Battle Creek Airshow 2010



Ryan Sundheimer

Article by Shawn Yost

In Battle Creek, the July 4th holiday is synonymous with the annual Field of Flight Air Show and Balloon Festival. This year's show was held on July 3-4, with several performers making their Battle Creek debut. The Field of Flight Air Show is now Michigan's largest and longest running air show.

Battle Creek firsts included the first ever Michigan appearance of the USAF's incredible F-22 Raptor, the Red Star & the Dragon aerial dogfighting routine and the headline performers, Team Chaos. A notable absence was the USAF Thunderbirds, who routinely place Battle Creek on their yearly schedule.

Battle Creek has virtually adopted the Thunderbirds as their home town jet team, and many people vocalized their disappointment with the team's absence. However, the number of military demos along with the variety of the civilian performers left few people disappointed. Military demos included the Navy's F/A-18C Hornet (East Coast team), Marine Corp's AV-8B Harrier II, and the USAF provided the F-4 Phantom II and F-22 Raptor.

Field of Flight has traditionally focused their air show lineup on civilian performers or civilian aerobatic teams with very minimal participation by the military with the exception of the Thunderbirds. This year was perhaps the best variety of civilian performers

in the show's history. Solo performances by Gary Ward, Matt Chapman, Otto the helicopter, Randy Harris, and Neal Darnell in the jet truck combined with the team performances by the Iron Eagles, Red Star & the Dragon, the Hoppers, and Team Chaos to provide a blend of performances that kept the crowd at constant attention.

The climax of the event was the performance by Team Chaos. The premise of the act is Gary Ward and Randy Harris compete against one another for the right to race Neal Darnell in the jet truck via an aerobatic skills contest. Once Neal has picked the winning flyer, he lays down a large volume of airshow smoke and prepares for the race to begin. The jet truck and winning aircraft lineup for a

traditional jet truck/aircraft drag race. Just as the race is about to begin, the losing aircraft enters the flight pattern in the opposing direction. Visually, it appears the two aircraft are about to collide at show center directly above the jet truck. Just as the three vehicles cross show center, a 1,200 foot-long wall of fire erupts along with noise provided by several large dynamite explosions. The crowd emits an audible gasp believing they have just witnessed a tragedy! However, all three vehicles appear out of the smoke unscathed and the crowd goes wild! Despite the visual appearance of chaos, the team has worked in a number of safety features to prevent the type of disaster they are simulating. The act is visually thrilling and is fast becoming popular at events across the country.

One of the strengths of Field of Flight over the past 20 years

Shawn Yost

has been the air show, but the true strength of the show's ability to persevere has been the show's commitment to being a family friendly event. This year, ticket prices at the gate were \$10 with a \$5 per car parking fee. In addition, people are allowed to bring in coolers for food and beverage. Low prices and the ability to bring in consumables allow the family

to enjoy the all-day event without having to make a large financial sacrifice. Field of Flight's commitment to family is commendable!

Field of Flight 2010 has come to an end. New acts and strong military participation provided a breath of fresh air into an event that was fast becoming stale. Excellent job!



Shawn Yost



Ryan Orshinsky



Shawn Yost



Shawn Yost  
Ryan Sundheimer



Michael Pentrak  
Shawn Yost



Michael Pentrak  
Ryan Sundheimer



Shawn Yost  
Patrick Barron



Michael Pentrak



Michael Pentrak



Michael Pentrak



Article by Alicia Michalski

A hush fell over the crowd. Everyone gathered behind the fence rose to their feet and looked to the skies, pointing and whispering in anticipation. A low drone filled the sky and with it came Otto the Helicopter, piloted by Roger Buis, towing the American Flag. As the final notes of the National Anthem were heard through the loud speakers and Otto flew in front of the crowd, everyone cheered: The 2010 Battle Creek Airshow and Balloon Festival had begun.

While the show's most advertised attraction was the F-22 Raptor, fans of aerobatics didn't leave disappointed. Bob Carlton drew gasps from the crowd in his jet-powered Sailplane, while Team Chaos toed the line of danger as they flew head-on, through

smoke and a wall of fire. Those standing close to the fence were able to feel the power of the Flash Fire jet-powered pickup truck as it roared past, spouting fire and smoke at the crowd. Those seeking to feel the rumble of jet noise deep in their chests were delighted by the Harrier demo; its ability to hover and fly backwards had the youngest of the crowd asking their parents if it really was an airplane. The F-22 Raptor was a unique treat for this show; it was the only demo it will perform in Michigan this year, and the pilot made it count. The sleek design combined with the sharp turns and amazing flips left a long-lasting impression even for the most seasoned airshow goers. The F-4 Phantom flew its own demo, joining up with the Raptor for a Heritage Flight full of muscle.

Perhaps the most negative as-

pect of the airshow was the distance from the show line to the crowd line; the position of the runway the aircraft used made for an airshow box that was well away from the crowd and forced photographers to strain their lenses to take a decent picture. Improvements are coming however, as the airport plans to finish a new runway in the coming years which will allow the show line to be moved closer for better viewing.

While the main attraction of the weekend was the aircraft, those looking for a variety of entertainment found it in the carnival rides and rows of souvenir vendors. If the day became too hot (and on Sunday it did, with temperatures reaching into the low 90s) food vendors were there to provide the standard airshow fare. One of the greatest things

Ryan Sundheimer



about Battle Creek, however, is that coolers and food are allowed in, so those who preferred to bring their own refreshments could do so.

The hot air balloons are another big draw for this Festival, but unfortunately weather dampened their plans. On Saturday the launch was delayed an hour for wind before they ended up deciding to launch from locations a few miles away from the airport and fly in. On Sunday they were delayed again, and came to the conclusion that a launch would be unsafe due to strong winds and thunderstorms in the area. This left a gap of about six hours before fireworks on the 4th. Luckily this time was filled up but a couple of live band performances, and the World's Longest Strike competition, which saw people bowling for a cash prize. The vendors and carnival kept their lights on well after the sun had set. There was a short fireworks display that wowed the crowd and left them wanting more. With the end of the fireworks came the end of the show, and thanks to the efforts of the volunteers, and a well thought out traffic plan, everyone was soon on their way home.

Though the temperature soared nearly as high as the aircraft did, the Battle Creek Airshow and Balloon Festival was a good time for the whole family. With the carnival, food, and large variety of aircraft taking to the sky, everyone came away with a favorite and a new tradition on their July 4th weekend.



Ryan Sundheimer



Ryan Orshinsky



Ryan Sundheimer

# Dayton Airshow 2010





David Jacobson



Ryan Sundheimer



Steven King



Steven King



Steven King



Steven King  
Aaron Haase



David Jacobson



Patrick Barron



Patrick Barron



Ryan Sundheimer



*Article by Ryan Sundheimer*

Each July, the city of Dayton, Ohio celebrates its legacy as the home of the Wright brothers with one of the biggest airshows in the country. The show is such a big deal that much of the infrastructure, such as fences, speaker towers, and ticket booths, are permanently installed! The community is proud of the airshow and considers it truly their own. They even have an airshow parade Friday night, that usually features a flyover or two by airshow performers.

This year the airshow was headlined by the Blue Angels, who fell victim to a mountain of bad luck all weekend. On arrival, #2 struck a bird and had to take the arrestor cable at the nearby Springfield ANG base. Aircraft #4 and #7 went down for maintenance issues, leading to a 1-3-5 diamond and 6 solo practice on Thursday afternoon. Friday and Saturday saw better luck, but #6 had an issue prior to take-off both days. Sunday finally appeared to a good day, until Fat Albert broke on startup. Luckily, a static USAF C-130 had the right part and Bert was able to perform as planned! Things certainly didn't go to plan, but the team stuck with it and impressed the crowd each day despite of the issues. Never call the Blue Angels quitters!

The rest of the lineup was a good mix of aerobatic and military acts. One criticism of the show in recent years has been the lack of warbirds, but they answered that by getting the DC-3 "Flagship Detroit", P-51 "Cincinnati Miss", and Brent Hisey's AD-5 Skyraider. in the air for some very nice passes. Later in the show the B-17s "The Movie Memphis Belle" and "Sentimental Journey" made several bombing passes with pyro before turning head on to ignite the wall of fire.



The local replica of the 1911 Wright B Military Flyer made its annual appearance at the beginning of the show, allowing co-announcers Rob Reider and Danny Clisham the rare opportunity to do their job while in mid-air! Skydiver Paul McGowan is seen at many shows around the country bringing his huge American Flag in under canopy, but Dayton featured his entire Team Fastrax performing not only a flag jump with eight American Flags under canopy, but also an entertaining demonstration of modern skydiving including 'swoopers', canopy relative work, and even four parachutes flying in formation!

Once again the Dayton Airshow lived up to its reputation as one of the premier aviation events around. The great lineup and decent weather packed the house and ensured continued success in the home of the Wrights.



Michael Pentrak  
Michael Pentrak



William Derrickson



David Jacobson



Ryan Sundheimer  
David Jacobson



Aaron Haase



Ryan Sundheimer



Aaron Haase



# Gem of the Northwest

*JB Lewis-McChord Air Expo 2010*

*Article and Photos by Anthony Richards*

Air shows from around the nation compete to have a stellar lineup and fantastic teams perform at their venue. When they gather a group of top notch acts and displays, they set the standard for the rest of the season, encouraging the shows later on in the year to meet or exceed that one priceless gem of the region. For the Pacific Northwest, the 2010 Joint Base Lewis-McChord (JBLM) Air Expo set the bar to new heights with fantastic weather (later in the day) and a schedule to boot.

Though the last Air Expo was in 2008 and featured the USAF Thunderbirds, JBLM wasn't fortunate enough to grab the elite team once again for their show this year but proved that they could work in a spectacular show with another team of ex-Thunderbirds and other extraordinary

pilots flying in the Patriots Jet Team. As if that was not enough, the F/A-18F Super Hornet of VFA-122 out of NAS Lemoore in California, A-10 East from Moody AFB in Georgia, Viper West out of Hill AFB in Utah, and the ever-impressive QF-4E from Holloman AFB in New Mexico, filled up the Air Force and Navy's contribution for a real demonstration of military might.

Speaking of military might, despite being delayed until 12:30PM each day due to a marine layer of cloud cover, the opening act for the Air Expo involved a pair of A-10C Thunderbolt IIs of Davis-Monthan AFB, an AH-1S Cobra from the Olympic Flight Museum, three C-17's of McChord's 62nd AW, and a UH-1N Huey from Fairchild AFB, WA. They conducted a thrilling airfield assault demonstration complete with pyrotechnics and





aerial parcel and troop drops.

Between military acts, civilian pilots like Jacquie B. in her Pitts S1-T and Tim Weber in the Geico Extra 300S dazzled the crowd of over 100,000 with daring aerobatics, while warbird pilots like retired Navy Capt. Dale “Snort” Snodgrass in his F-86 Sabre, the P-51C Red Tail Project, Gregory “Wired” Colyer in the T-33 Shooting Star “Ace Maker,” and MiG Fury Fighters put on time-transcending performances. Later on the afterburners were lit as Viper West took to the skies in their F-16 Fighting Falcon piloted by Maj. David “Booster” Graham, the Super Hornet adding the complimentary vapors, and A-10 East proving who can turn tightest and deliver some of the most feared fire support in the USAF inventory

today.

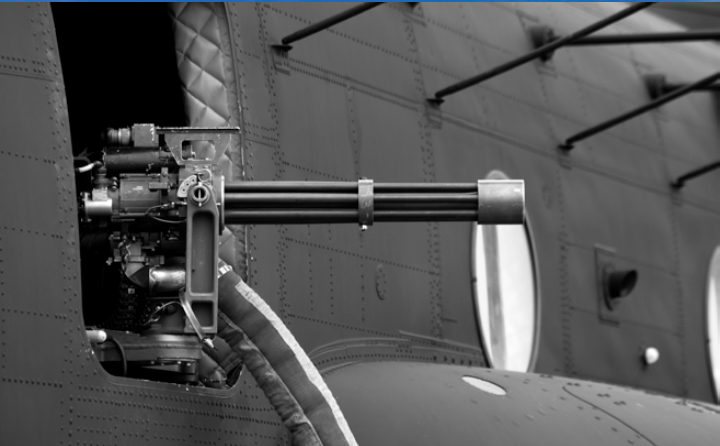
Other performer highlights included the Smoke-N-Thunder Jet Car driven by Bill Braack in a race against Tim Weber (besting Tim both days), a B-2A Spirit fly-over on Saturday, and the tear-jerking USAF Heritage Flight including the A-10, F-16, QF-4, and F-86 along with the USN Tailhook Legacy Flight of the F-18F and FJ-4.

While there was plenty to see in the air all weekend, attendees were constantly dipping in and out of the static display ramp with such highlights as a C-5 Galaxy and KC-10 Extender from Travis AFB in California, an MH-47G special operations Chinook complete with armament, CF-118 Hornet and CH-124 Sea King from Canada, and the HC-130P King. Crews were friendly and ready with an-

swers for curious onlookers. McChord’s own museum took advantage of the show to roll out their newly restored PBY Catalina as a part of the warbirds that would accompany the active military aircraft on the static row. Crowd favorites were the pair of F-22 Raptors all the way from Tyndall AFB, FL, UAV MQ-1 Predator of Creech AFB, NV, and NASA F-18 and T-34 from the Dryden Testing Facility at Edwards AFB, CA.

With the show a success, you can expect the base to host yet another Air Expo in 2012, because in odd years the base plays host to the Air Mobility Command International Rodeo competition. For more information on the show, please visit the 62nd AW’s website at:

[www.62AW.AF.mil](http://www.62AW.AF.mil)



# 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!

# Dubuque Riverfront Airshow - Dubuque, IA

Photos by Nate Burrows



# Armed Forces Recognition Day at VWoC Gatineau, QC

Photos by Jean-Guy Pitre



# Greatest Show on Turf - Geneseo, NY

Photos by Joe Osciak





# *Detroit APBA Gold Cup - Detroit, MI*

*Photos by Michael Pentrak*



# *Duluth Airshow - Duluth, MN*

*Photos by Matt Sorensen*





# American Heroes Airshow Lakeview Terrace, CA

Article and Photos by Pat Cherry

Every year since 1992 the annual American Heroes Air Show lands at Hansen Dam Recreation area in Los Angeles. Hansen Dam is located in the northern part of the San Fernando Valley just north of downtown LA. Throughout the year, the American Heroes Air show visits 10 cities across the nation to celebrate the role played by those agencies that fly helicopters in a variety of missions. It is open exclusively to helicopter units from the law enforcement community, fire departments, search and rescue, Medivac, Homeland Security, media and national defense. This one day event allows fans an up-close look at the equipment and crews that protect and serve, fly search

and rescue, fight those massive wildfires, tell us like it is on that morning commute and fly into harm's way to protect this great nation.

The flight line for the LA event is normally a soccer field located in the northern section of Hansen Dam Recreation Area. Aircraft began arriving at 7AM and continued until around 9AM. First to arrive were two MH-60R Seahawks from HSM-41 based at North Island NAS. They were followed by a USAF Blackhawk from the 66th Rescue Sq. Jolly Green's. The Wings and Rotors Air Museum sent their UH-1B Huey which

to see the older Huey in comparison to the newer Blackhawk.

Law Enforcement was represented by the Pasadena Police Department's OH-58, A-Stars from the LAPD, LA County Sheriff, and Ontario PD, and the California Highway Patrol's Jet Ranger. The LAPD's A-Star was sporting a new black and white paint scheme which is a nod to the regular street patrol car.

Fire Departments were represented by helicopters from LA City Fire and the LA County Fire Dept., which included a Blackhawk, Agusta AW-139 and a Bell 412. LA City brought two Agustas and one of their Bell- 412s. They performed a three ship water drop using red and blue dye for a special patriotic red, white and blue drop. LA County Fire brought their water dropping Blackhawk. They also performed a water drop demo, and after landing, the side doors opened and ten firefighters in full gear exited one after the other. It looked like a circus clown car as they seemed to keep coming and coming. Upland Fire Dept. also attended the event in their bright red EC-135.

The media was represented by local TV Station KTLA Channel 5 and their A-Star.

In the Search and Rescue role,





besides the attending fire departments, the United States Coast Guard sent a Jayhawk out of Air Station San Diego and an MH-65C Dolphin out of Los Angeles. A Mercy Flight Bell 222 was also in attendance.

The US military sent four helicopters to the show. The US Navy was represented by HSM-41 based out of North Island NAS in San Diego. The "Seahawks" were the first to arrive with a formation landing by two MH-60R's. They were followed by a Blackhawk from the US Air Force's 66th Rescue Sq, and last but not least the US Army sent a UH-72A Lakota.

Once all the aircraft arrived, the air boss opened the flight

line to the fans, who promptly swarmed the aircraft. Families brought kids who were, in most cases, welcome to sit in cockpits and get a hands-on experience. Aircrews went out of their way to answer questions and interact with fans.

In a tree-lined section off the main flight line vendor booths consisting of law enforcement agencies and fire departments showed off a variety of equipment and career opportunities. There were a few vendors selling the usual toys, hats, portable chairs, food and drink. There were also helicopter rides available from a pair of Robinson R-44's.

This air show is short on per-

formances, with the only twoflight demos this year being the water drops by LA City Fire and LA County Fire. A few aircraft had to leave during the day, which made for some confusion among the fans as they had to move the safety line back and forth, yet created great photo ops for the photographers. The LA County Blackhawk had to leave early in response to a callout and the Mercy Flight Bell 222 had to leave early as well. The best part of this air show is the opportunity to meet the air crews, and if you're a modeler or artist looking for a chance to get close-up and detailed photographs of these helicopters, this show is perfect.

*Prairie Airshow - Peoria, IL*



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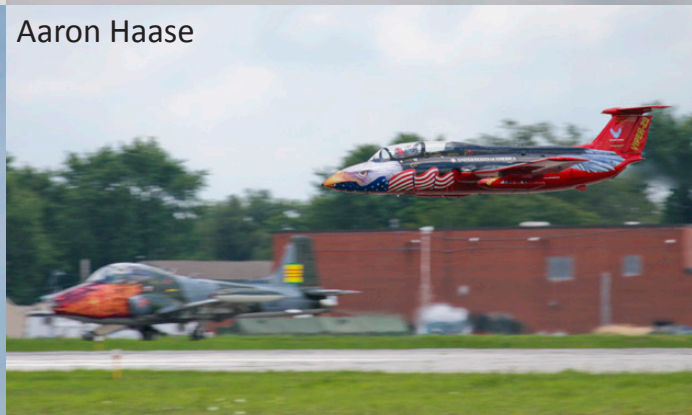
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