

# **AirshowStuff**

*Magazine*



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July 2010

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# AirshowStuff

Magazine

July 2010

## Cover Photo

The US Navy West Coast F/A-18F Super Hornet Demo Team blasts into the sky at the 2010 Quad Cities Airshow. Photo by Aaron Haase. For more, see page 76.

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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](http://AirshowStuff.com). If you don't win, try again next month! Good luck!



How does this work? It's easy! If you are viewing the Flash version, you can click on any of the articles above to go directly to that page, or you can click on the corner to turn the page just like a real magazine. You can return here at any time by clicking the link at the bottom of the page.



## 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!

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## The Good Old Days

Article by Walt Pierce - American Barnstormer Wingwalking Team

Photo by Barb Ryerson

This article came about as a suggestion from my wing walker Jenny Forsythe. She is the regular author of this series. First I will introduce myself, my name is Walt Pierce.

Recently I've been nominated as the longest flying professional performer. My knowledge of the industry started before it became a business that included everything from toilets and T-shirts to air bosses and hot dog stands. My education began as a spectator in 1956 on my first student pilot cross-country with my flight instructor Johnny Linke. I had a job as a "flag boy" with a crop dusting outfit. John was one of the 450 Stearman duster pilots.

From that very first show I at-

tended 54 years ago, my memories include the static display of a C-124 Globemaster and an F-51 Air Guard team from Colorado. The featured performer was Marion Cole flying a shiny red and cream 450 Stearman - this is what my instructor came to see, as he was a Stearman cadet "washout" during the big war.

From that day forward my focus was to be a professional airshow performer who would travel the entire continent in the best 450 Stearman, wanting to fly it better than anyone. That was quite a big dream for a sixteen-year-old who had already quit school and was barely earning enough money to take flying lessons.

My second airshow as a spectator was a year later at a USAF base. I had become an Airman in the U.S. Air Force by that time and the feature of the day was the Thunderbirds in F-100 fighters. My only memory is no water, no hotdogs and no narration that could be heard more than a few feet away from the crowd. I was impressed by the low inverted pass made by a solo pilot but have no other memories of the flying. It left a less memorable impression than the first show.

Through the 1960s, my regular airshow attendance was both as a performer and a spectator because my attitude was: if you aren't flying a show then use the weekend to learn more about

the business. My quest to learn enough about shows to become a pro began in Texas. The only civilian shows around Texas featured Bill Sweet from Columbus, Ohio. They were the National Air Show group. The regulars in the south were Hal Krier in a 185 Great Lakes biplane and Charlie Hillard in a clip-wing Piper Cub. The first stunt man was Red Grant, and later Reds Didget. The three performed 2 hours with locals flying at intervals to provide an occasional break. I was a young flight instructor beginning in 1961 and would get up early and often drive 200 miles before show time. Bill knew me well, early on. In trade for answering scores of questions about the business, I would help set up his sound system. This was supplemented by reading everything he wrote in the FLYER magazine and studying his advertising in TRADE-A-PLANE and a few other publications such as CROSS COUNTRY NEWS.

Bill has been described as a "walking/talking circus poster". He could entertain the crowd with descriptions of common, everyday airplanes taking off and landing or birds at the edge of the runway. He was a very educated aviation historian. Many events chose him for his vast knowledge of everything that flew. It was important in those early days to have experience on the mike. The shows were commonly booked to dedicate airports and promote the airfields to the local citizens. The fixed base operators often spoke at civic club meetings to

recruit volunteer help for gates and parking. The crowds were always at least "decent" in numbers. The show itself was seldom longer than 2 hours. There was always fly-in traffic to get on and off the field in time to make it back home. The airport aprons were smaller and FILLED with spectators. The transits had to be parked along taxiways and the pilots and passengers were brought in with everything from hay wagons to pickup trucks.

The shows of the 1960s often had growing pains but they kept the staff together from year to year. Bill Sweet did many events year after year. He was always featuring a local up and coming aviation personality or aviation business. The event always had a civilian theme and focus. The narration was always related to civil aviation. Military themes and/or aircraft seldom entered in. The ramps were small and runways and taxiways were short and often narrow. The military had their own shows mostly on their own turf and usually not far away.

Today I miss the past, when we were ALWAYS near enough to the spectators to relate to each other. I could walk over and talk to them or they could wave me over to answer a question or send a message to someone in the business they knew. I was available to everyone from aviation pioneers to relatives of others, sometimes their dear friends. Today we are offered autograph tents a half mile into heavy crowds and vendors and military recruiting dis-

plays.

On the positive side, we now have cold drinking water readily available on the flight line and even the service of fuel on the flight line has become less stressful. It is now commonly done by truck as opposed to one fuel Service Island buried in the crowd. Smoke oil is brought to us and it always has a pump and someone who knows how to operate it. In the old days it was my partner Sandi and I who rolled the 55 gallon barrels up to half a mile while other performers in clean jump suits usually hid around the corner and watched. We had the pump in our Stearman because events seldom thought about details like how to pour the oil into the airplanes. Other performers used our pump because they seldom did, either.

In summary, some things are very different, some won't change. I am disappointed with the lack of interest in civil aviation, and more so its heritage. Very often historic airplanes and people appear at events to see something they can relate to. I often tell the story of two pioneers from the early 1930s, looking me up at a big show, years ago. They were given a courtesy car to cruise the flight line. I was chosen first to visit. With them, I made a pledge to keep the barnstorming days and their history alive. I now seize every opportunity!

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

# Sentimental Journey



Article and Photos by Mark Hrutkay

It's hard to believe that the north central part of Pennsylvania was once an aviation powerhouse. Back in the day before WWII a lot of what we see as "classic aviation" was built here. Lycoming and Continental engines, as well as Piper and Taylorcraft all came from the area. As you probably know, Taylorcraft gave rise to Piper and the rest is history. Lockhaven was a town that was probably famous for nothing more than being home to Piper Aircraft. In those days, the airport was carpeted with new Pipers of various models. Other than an occasional flood, production

continued until rising costs forced Piper out of the rust belt and it's miserable winters and to warmer, cheaper climates.

Every year there is a "family reunion" of sorts; it's known as "Sentimental Journey". It started out as a Piper Cub gathering and has expanded to include other "short wing" Pipers as well as classic tail draggers from the 1930's to the 1960's.

It's really not an airshow, but rather an aviation event. I was there on the last day; there were no paid professional performers. The performers and stars of the show were tied down in the

parking area. They were mostly transient aircraft, with only a few based there, but they did perform. They flew and while there were many spectators, those that were there appreciated the flying. This is the only show where you can see a lot of fabric taildraggers on the field, flying as they were meant to.

It was a very pleasant afternoon. Admission was cheap, parking was close, and the people were friendly. For as slow as a Cub flies, the day passed quickly; this is an event everyone needs to experience. We'll be back next year.



# Red Bull Air Race Windsor

Article by Mark Kolanowski

Despite the constant threat of rain and the typical unpredictable Detroit/Windsor winds, some of the world's best pilots took to the skies over the Detroit River on the fourth stop of the 2010 Red Bull Air Race World Championship.

Just a few weeks prior to Windsor, the entire Sunday program of the Rio leg of the air race was cancelled due to stormy weather, and the forecast all week for Windsor wasn't looking any better. Compounding the difficult flying conditions was one of the most difficult air race tracks, the 3.8 mile, 15-gate run that crosses the Canada-US border no less than 4 times.

Early in the week teams were plagued by mechanical problems, starting with Team Muroya's can-

opy glitch. During a test flight following re-assembly of the Team 31 Edge 540, Yoshi inadvertently bumped the canopy release mechanism. Unfortunately, the custom canopy failed, with parts of it damaging the horizontal stabilizer. Team Muroya still attempted to compete, working out a deal to rent Hannes Arch's Edge 540 from last season, but electrical issues with the plane prevented them from getting the replacement to Windsor in time.

Thursday and Friday's training sessions went well, though one of Thursday's sessions had to be cancelled due to high volumes of traffic on the Detroit River. Even after just one look at the track, pilots were already concerned about the transition from gate 13 to 14,

which is the path from the final wings level gate on the Windsor side, to the chicane on the Detroit side, especially in cross track wind conditions. This transition would cause the scariest moment of the weekend, but not until Qualifying 1. In Training 1, Hannes Arch got a little too high in the 270 degree turn between the double knife edge gates, suffered a wingstall, only to recover in time to smash through the second lowest section of the air gate, the material of which caused more stalls prior to a full recovery.

Saturday (Qualifying) saw some of the nicest skies of the week, which basically means that the sun broke through for more than 15 seconds and the wind could almost be mistaken as co-

operating. Quali 1 was going well, with relatively few penalties considering how little time the pilots had on the track and the variable wind conditions until the Hall incident. Matt was over a second ahead of the current leader and in the second half of the track. Exiting gate 13, Hall pulled just a little too hard attempting to line up for the chicane on the other side of the river. The pull resulted in stalling the left wing, which rolled the MXS-R past knife edge and put him on a collision course with the river. Everyone watching gasped as the left wingtip dragged through the water, followed by a secondary impact of the right main gear, tail section, and right wingtip. Hall was able to pull up and avoid catastrophe, and landed safely at the airport following an aerial inspection by fellow MXS pilot Nigel Lamb, as well as

the camera helicopter. The damage is believed to be mainly cosmetic, though the right aileron will need to be replaced, and the aircraft is expected to be ready for the next round of the tour in New York. Everyone involved was grateful that Hall was able to land safely, and credited the positive outcome to his incredible skill. In an interview for the Red Bull Air Race website, Goulian is quoted as saying "Thank god it was Matt Hall; there's a guy who was pushing hard, stalled the airplane and is one of the best pilots on the planet. That's why he's where he is right now, landed safely back at this race airport."

At the end of the day Nigel Lamb was at the top of the qualifying list for the first time in his career, earning the one championship point. Paul Bonnhome, Hannes Arch, Alejandro Maclean,

and Mattias Dolderer rounded out the top five, with "Adopted Hometown Hero" Pete McLeod, Mike Goulian, and Kirby Chambliss hot on their heels.

Overnight, severe storms blew through the area, with tornadic activity confirmed to the south and west of the race airport, though thankfully, the race facilities were unaffected. Due to pilot attrition (Adilson Kindelmann was not competing due to his crash in Perth, Muroya was officially given a DNS due to the canopy failure and was unable to fly, and Matt Hall was out as well), the standard Wild Card round was not necessary, so race day started a little bit later than planned with the Top 12 round. Another change for race day was that gate 13 was taken out of the track. It was the decision of the race committee that there was just not enough of



# The Track

The 3.8 mile run up and down the Detroit River is one of the more challenging tracks in the Red Bull Air Races. It is situated closer to the Detroit side of the river, just under four miles in length and is a mirror image out and back track. Featuring a single vertical turn as well as two separate 270 degree turns between the double knife edges the Windsor 2010 track is made up of fourteen gates, and the track record now stands at under 1:05!

While I don't have my super license yet, I wanted a taste of the track from the pilot's point of view beyond just watching the tail camera footage. Since I wasn't able to talk my way onto a media flight, I was forced to settle for FSX in my trusty stock Edge 540. Unlike the airshow flying the pilots all have

background in; the aircraft is a much more important part of the equation when it comes to racing. American pilot Mike Goulian's Edge 540 has literally hundreds of race specific modifications, which allow him to be competitive. "Airshow flying does not depend so heavily on the aircraft whereas air racing you need to have a lot of modifications to be successful" Goulian said. Obviously this doesn't mean that just any pilot could fly the races in a highly modified Edge or MXS-R, but even a great pilot would find it difficult to make it through to the Super

Eight round in an unmodified plane.

The best line to enter the track is started by flying down the Windsor side of the Detroit River and turning in to go through the Start/Finish gate at an angle, being careful not to enter at too fine an angle and hit a pylon. Passing through the

gate, immediately start a hard high-g turn to the right to get lined up to enter the chicane. Flying through the chicane (gate 2) requires the pilots to roll to both knife edges back and forth to pass through all three pylons in rapid succession. Exiting the chicane, be sure to give yourself enough room to roll back to make a right turn before rolling wings level for gate 3. Roll back to the right and briefly load up on the g's to line up for the first gate of the double knife. Stay in right knife as you pass through the gate, back to left knife and pull back hard to make the 270 degree turn to line up for a right knife pass through gate five. Cut

back across the river for a level pass through gate six. Another high g cut back across the river brings you to gate seven, after which you need to make a jog back towards the Detroit side to line up with the start finish gate. After the start finish gate, pull hard back or to the right for your vertical turn maneuver. Pass back through the course in reverse order to complete the challenge, with the only differ-

ence being skipping gate 13 on the reverse trip per the change following the Hall incident and heading directly for the chicane coming out of the double knife. Passing through the finish gate, pull up and head to hold 3 waiting to hear your time from the race director. My best time is around 1:12 according to the onboard stopwatch, think you can do better? Smoke On!





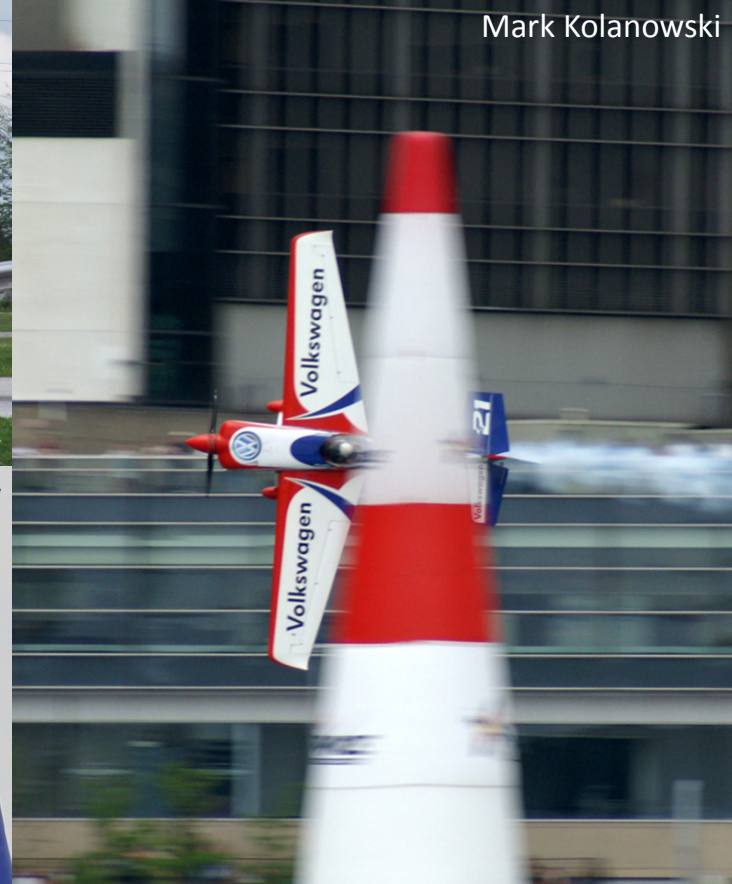
Ryan Orshinsky



Ryan Orshinsky



Steve Mundy



Ryan Orshinsky



Ryan Orshinsky



# Engine Troubles



Mark Kolanowski



Steve Mundy

out early in his new highly anticipated Corvus Racer's debut race, and hometown hero Pete McLeod just missed the next round by under half a second, coming in 9th place. Another surprise in the Top 12 was the penalty-free performance by Sergey Rakhmanin, who made the Super 8 round for the first time this season.

The Super 8 narrowed the field down to four, with Lamb, Bonhomme, Arch and Chambliss making it in. As Kirby was cleared into the track by race director Drew Searle, the wind dropped to practically calm and spectators were treated to some of the best flying of the weekend. Even with the backup engine, Chambliss turned in a good penalty free run despite a bit of light drizzle during

the wings level pass at the old gate 13 first.

The Top 12 put all remaining pilots against each other competing for eight spots for the next round. The Top 12 had a few surprises; seeing Peter Besenyei bow



Mark Kolanowski



Mark Kolanowski



Mark Kolanowski

Mike Goulian and Kirby Chambliss were plagued with mechanical issues in Windsor. In Rio, the Americans debuted their new custom tuned racing engines, but issues with Kirby's engine there prevented him from flying it in competition. Mike's engine worked in Rio for two competition flights. Tuesday night on a test flight in Goulian's Team 99 Edge, the second of the custom engines failed soon after takeoff with less than four hours on the Hobbs meter, forcing Kirby Chambliss to make an emergency landing. Both of the engines were invalidated by Technical Director Adrian Judd, and both teams had to perform speedy engine swaps. Both Goulian and Chambliss were extremely thankful for the long hours put in by their team techs Dennis Sawyer (with two engine swaps in two weeks) and Jason Resop (with a staggering four engine swaps in the same period), crediting them for them being able to race in Windsor.

his run. The rain stopped for the second run of the finals, which saw Hannes Arch put up a great time (1:04.22, the Track Record) which would prove to be unbeatable. Even in nearly ideal conditions, British ace Paul Bonhomme and his signature smooth flying style was unable to better Arch's time, turning in a 1:05.96. Last, but certainly not least it was Nigel Lamb's turn. His bright yellow and black MXS with the signature winglets took to the track one last time. Having been the fastest all weekend, it was looking like Lamb was about to get the first victory of his career, but it was not to be. A split second mental lapse approaching gate seven allowed the Breitling sponsored plane to drift just far enough to the right to allow the winglet to clip the top of the pylon. The six second penalty locked up a fourth place finish for Lamb, who was disappointed with himself, but also looked on the experience of flying in the final four as a way to help prepare him for wins in the future.

All in all, Red Bull Air Race Windsor had its highs and lows, and I'm not just talking literally! Between the iffy weather, difficult track, and mechanical issues it was difficult weekend for pilots, techs, air gators, and spectators alike. Despite this, everyone involved witnessed an incredible display of flying which was made possible by tons of support from the ground with a little bit of help from Mother Nature.



Steve Mundy



Steve Mundy



Steve Mundy



Mark Kolanowski



Mark Kolanowski



Mark Kolanowski



# Reno Air Race Preview

Article and Photos by  
Mark Hrutkay



Air shows and other flying events are pretty much the same. A few locals flying, a military jet, some over-priced food and if you are lucky, one or two professional aerobatic acts. The Reno Air Races are like nothing else on this planet or any other. NASCAR is pretty hyped up, but even the slowest racers at Reno can easily outpace anything NASCAR has ever had on the track. Dangerous? In NASCAR you can slide into the wall, get out of the car and wave at the crowd; hit the desert floor at 300+ MPH and the rescue crews have to look for DNA.

Since 1964, every September the skies just north of Reno, Nevada are transformed into one of the greatest aviation and motorsports events in the country.

This year the races will take place from September 15th to the 19th. Last year, Steve Hinton Jr. was the youngest pilot to win the Unlimited Class. He's a heck of a nice guy and very talented pilot, plus he can fly P-51 Strega very fast. I did hear that John Penny wants the trophy for himself and Rare Bear, so it's going to be a great race again this year. We shall see what happens.

There is judging for the Rolls Royce Aviation Heritage Trophy, which is an interesting event that pits all kinds of airplanes against each other. No classes here; classics compete against warbirds, and biplanes against multiengine aircraft. The best of the best in the country show up for this one but only one can be the winner.

Scheduled aerobatics include David Martin in the Extra 300S as well as Gary Roe in the MX-2. Kent Pietsch does several different routines in his Jelly Belly Interstate Cadet and is an amazing pilot; he was ultimately awarded the coveted Art Scholl Award for his air show performances.

Pilot quality varies from exceptional to the best on the planet. Flying the pace plane T-33 is Steve Hinton Sr., who is one of the best pilots on earth. Steve has flown a wide variety of warbirds as the President of the Planes of Fame Museum. He's also the father and coach of last year's Unlimited Champion, the "other" Steve Hinton, as well as a former Unlimited Champion himself. Steve's ability to fly just about anything with

wings shows during the POF air show, when he flies several different high performance planes in a single day as well as running the air show. The best that has been off the earth would have to be Robert "Hoot" Gibson. Hoot is semi-retired; he retired from the Navy in F-4s and F-14s and is a retired Southwest Airlines Pilot; he was also NASA's Chief Astronaut, and during his NASA career flew the Space Shuttle five times. Now he's a part-time test pilot and flies jet demonstrations for a business jet manufacturer. Awesome is a word that we use too much, but it barely scratches the surface of Hoot's flying skills. By the way, last year he was only one of three former Space Shuttle racing pilots.

The jet team this year is the

Canadian Snowbirds. Flying nine CT-114 Tutors, they fill the sky with jets and color. There are five, seven, and nine ship formations.

Lastly is why we are here; racing. Everything from biplanes to jets gets to fly. The warbirds have a chance to turn a few laps and some of the specially built and modified racers are here too. The team owners vary from guys who punch time clocks for a living in the slower classes to millionaires and even at least one that must be pushing on being a billionaire. Guys who are big fish at their home field are not even special here at Reno. This is truly the land where the Big Dogs come out to play.

The event is put on by a lot of dedicated volunteers. In the past,

I've talked to people who have been volunteers at Reno since the sixties and seventies, what a group. Even the ladies get into the act. If you need ADI fluid to get maximum power out of the P-51, you need to see Jan Fisher who works the ADI Truck and sells it. Jan is known by her custom painted fingernails with a racer on each one and diamond airplane jewelry.

The fans are great too. These are some people you will not see at any other aviation event. They are here more for the "races" than specifically for the "airplanes". If you see people running around in orange T-Shirts covered in autographs, they are from Section 3. Section 3 is a club of pretty darn rabid air race fans who, fittingly enough, sit together in Section 3



year after year. Yes, you will find people with orange painted faces in there too.

Last but not least are the rumors; there are going to be some interesting airplanes racing that have not flown for a while. I can't write them here, there are simply too many, but this year is going to be great. Oh yeah, I did mention the six P-38s that are supposed to show up for the races. Yes, they will be there; and that in and of itself will make coming to Reno this year well worth it. See you there!



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# A Ride on the Lady



Article by Ryan Sundheimer

As Friday afternoon turned into evening, I climbed into the rear hatch of the B-17 named Yankee Lady. Fellow AirshowStuff photographer Aaron and nine other media members followed suit. We buckled in and soon were rumbling down the runway and into the sky. Our mission was to perform the national anthem flyover for the Indianapolis Indians baseball game taking place downtown.

The flight was an ingenious cross promotion worked out between the airshow and stadium. They even sent announcer Rob Reider to the stadium to describe the aircraft to the crowd as we flew over.

The wheels came up and we got the signal to unbuckle. Immediately I began to explore the cabin. Before long we were orbiting over the suburbs waiting for the perfect time on target. Opposite us in the racetrack were three smaller planes. John Klatt in his Extra 300L, Bill Kearns flying John's Staudacher S300, and Billy Werth in the Grayout Aerosports Pitts S-2C. Most of us spent the orbit time exploring the aircraft, visiting everywhere except the tip of the tail.

Prior to takeoff the crew had removed the top hatch, allowing open-air access during the flight. The view was incredible, and feeling the wind only made it better. Here I was, my head hanging out of a WWII bomber flying two thousand feet above the ground!



Aaron Haase



Ryan Sundheimer



Soon we saw airshow smoke appearing above downtown. The other planes flew a tight circle over the stadium, leaving a giant spiral of smoke. We started a surprisingly tight turn of our own to head towards the stadium. We passed overhead with our own smoke on, and continued back towards the airport. Less than a minute later, all three of the other planes cut behind our tail and pulled up on the right wing for a photo op. They spent the short trip back to Mount Comfort airport in the same spot, then broke off for landing. I returned to my seat and enjoyed the last few minutes of my first flight on the mighty Flying Fortress.

The next day we found out how successful the flight had been. Shortly after the flyover, so many people visited the airshow website that it crashed! Publicity for the show skyrocketed, the residents of Indianapolis got a special treat, and I got the ride of a life time! Thank you to the Indianapolis Airshow and the Yankee Air Museum!



Ryan Sundheimer Ryan Sundheimer



Ryan Sundheimer



Aaron Haase



Ryan Sundheimer



Ryan Sundheimer



Ryan Sundheimer

Ryan Sundheimer



First Place - Mike Lynaugh (25 points)

Third Place - Jeremy Hampton (11 points)



Second Place - Christopher Roberts (14 points)



### Monthly Photo Contest

Congratulations to the unanimous winner of the July photo contest - Mike Lynaugh! 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 - Jeremy Hampton (10 points)

Fifth Place - Sai Nakama (7 points)



# *RNLAF Open Days*

Article and Photos by Dennis Vos







If you think of the Netherlands, you automatically think of wooden shoes, cheese and the Red-light district. But the Netherlands also has a rich and meaningful history of aviation. Even the US Golden Knights fly with one of our designs, the C-31A Friendship. There aren't many airshows held here in the Netherlands, but once a year the Royal Netherlands Air Force opens its doors to more than 200.000 people.

This year the airshow was held at Gilze Rijen AFB, which is situated in the lovely southern region of the Netherlands. Currently the oldest active airbase in the country, it had its 100th birthday a couple of weeks ago. Gilze Rijen AFB was once a fighter base which once gave shelter to F-117s during their European training

in 1995. Now it's still in use as a helicopter base, and houses our entire Defense Helicopter Command.

As the very active and enthusiastic aircraft and airshow lover that I am, the show started for me on Tuesday the 15th of June with the arrival of one of the scheduled demo teams. All the way from Turkey came the Turkish Stars. They fly NF-5A/B aircraft, which are beautifully colored in red and white. Interestingly, the RNLAF used to fly the same aircraft, but replaced them with the F-16 more than 25 years ago. On Wednesday we also had a very active rehearsal from the joint combination of RNLAF fighters and helicopters, which perform an airpower demo every year to demonstrate the flexibility and

compatibility of our Armed Forces. This year there were more helicopters than fighters, mainly because of the show being held at a helicopter base. Not much was expected this day, but this soon changed because a big and powerful machine was heading for the landing strip. The C-17 demo team from March AFB arrived, followed by the Patrulla Aspa, the Spanish helicopter demo team. After this our AH-64D Apache demo aircraft gave a small show to the 200 people that were watching. Not soon after that I decided to go home, because the next days were going to be very early.

Thursday was the day I had been waiting for for months. The day started with lots of sun but very few planes. A few hours later the participants started to come





in from all over Europe. We had a C-17 rehearsal and the arrival of some old Soviet fighters like the MiG-29 Fulcrum and Su-22 Fitter. To conclude the day the C-12 from Ramstein AFB made some nice low passes before touching down on Dutch soil. About 400 persons were invited to the spotter's day, raising about 2000 euro's for the Heart Foundation.

Friday, the first day of the airshow, started with a lot of noise and blue skies. The F-16 demo from Belgium opened up its throttle and blasted through the Dutch skies. After that our helicopter command flew a few sorties, including a winching demo by three aircraft, including a Belgian West-

land Sea King. All the demo teams flew that day, because they were scheduled for other airshows on the Saturday. So we had the Red Arrows, Patrouille de France and the Turkish Stars in one day. Unfortunately, the shows were flown low and our Dutch demos couldn't use their flares because the wind was blowing towards the crowd. The big C-17 performed after the Czech Mil MI-24V and Finnish NH-90 demos. The Hind is such an impressive and evil looking piece of machinery, not often seen here but it's always a pleasure to see one when it's scheduled. The NH-90 however is a different ballgame, it's a lot newer and only made for transport. Due to

be delivered to the Netherlands at the beginning of 2011/12, this helicopter already made a nice impression last year when we got one from Italy. The C-17 flew its demo after this and all I can say is wow! It's such an impressive sight to see a large aircraft make turns like a fighter and fly as slow as possible looking like a big freight train with wings. It's such a lovely and amazing aircraft.

On Saturday the weather was a lot better, but some heavy showers were forecast. The day started with less noise than Friday, because the Fouga Magister was flying first. The Magister is a French-built trainer that was derived from a glider and used for

the joint education of pilots all over Europe. It has a V-shaped tail because that the prototype only had one jet engine positioned on top of its back. Sadly, none remain flying in active service, but a lot are kept in flying condition by various organizations, including the DHJA who owns and operates this particular aircraft. After the Magister, it was time for the vintage aircraft. A P-51 Mustang, T-6 Harvard, and Beech Expeditor all flew. Although I'm a relative youngster, I have a weak spot for the older aircraft that fly here in the Netherlands. There were three F-16 demos at the airshow. One from the Netherlands, the Belgian demo, and a new demo

introduced by the Danish Air Force. I have to say that I'm proud of our demo team because it's spectacular! But what I like the most about it is that none of the demos were the same. All of the flying was different, although the aircraft was the same. The same is true for the two JAS-39 Gripens that flew. The Hungarian and the Czech really showed the crowd what you can do with a fighter that has a lot of fighting power in such a tiny package. All of the aircraft flew both days but performed different shows each day, due to the weather.

Besides the flying portion, there was also a nice static display. The majority of aircraft flown by

the RNLAf had a place in the statics. This year also included aircraft from Germany, Spain, Denmark, the USA, the Czech Republic, Austria, the United Kingdom, Poland and a couple of other countries. The only thing that was bothering here was the economic crisis had a presence as well; usually the static area is twice as big.

I can tell you that the RNLAf Open Days has a special something each time it's held. It's a delightful sight to see such a large variety of aircraft on Dutch soil. The next event will be in 2011 on the 17th and 18th of June at Leeuwarden AFB. Hope to see you then!



Ryan Sundheimer

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Article by Chad Grosvenor

For the first time in its 14 year history, the Indianapolis Air Show had to cancel the Saturday show due to heavy rains throughout the weekend. They were able to get the Friday practice show in and Indianapolis Indians' pregame flyover to promote the show (see page 24). Unfortunately heavy rain and storms pounded the Indianapolis area Friday night, forcing air show officials to call off the Saturday show. This rain continued periodically throughout Saturday, turning the parking lots into puddles and small ponds, creating unsafe conditions for parking cars. Thankfully, the show had rain insurance so it didn't suffer too much financially for having to call off the show on Saturday.

Needless to say, there were quite a few people angry that the show was canceled. That's understandable, but they need to realize that the decision wasn't an easy one to make. Believe me when I say that the organizers obviously did not want to cancel, but they had to because safety is a huge factor with any event expecting tens of thousands of people, and the air show grounds were without a doubt unsafe. People need to also understand that if they would've put the show on, many cars would have gotten stuck in the mud. I believe people would be more upset because they found out their car got stuck than happy because they saw a great air show.



Aaron Haase



Chad Grosvenor



Ryan Sundheimer

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Aaron Haase

Ryan Sundheimer

Even on Sunday, I saw a couple people fall into puddles and some patches of mud, so I can't even imagine what a mess there would have been on Saturday. While the Indianapolis Air Show advertises on the tickets and website that the show will go on rain or shine, there's a certain point when public safety needs to be taken into consideration. Without a doubt, the Indianapolis Air Show made the best decision to call off the show on Saturday.

The hard work and dedication of the volunteers and everybody involved with the event definitely showed when they were faced with this unfortunate situation. Organizers frantically worked on

alternate parking options while volunteers rallied to build a temporary gravel road leading to the new parking area, which was located on the other runway and a portion of the taxiway. Due to this new parking arrangement, the aerobatic box needed to be altered which was accomplished without a problem, and the performers didn't appear to have any trouble with the new box.

Another one of the outstanding things about the Indianapolis Air Show is that a large portion of the proceeds go to charity. Over the past 14 years, the Indianapolis Air Show has accumulated over 1.3 million dollars in proceeds for some great children's charities.

On Sunday, Mother Nature gave the Indianapolis metropolitan area a break and allowed for a full air show with some scattered clouds here and there; however, it was dreadfully hot and humid. While that allowed for some nice vapor during the Super Hornet demo, it wasn't very friendly to the human body and you could tell that many people were getting quite fatigued. The more the announcer, Rob Reider, said "Much more still to come here at the 14th annual Indianapolis Air Show!", the more people packed up their things and started to leave. I heard that there were people suffering from heat stroke and everyone was doing every-



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Chad Grosvenor



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Ryan Sundheimer



thing they could to beat the heat, whether it was cooling off in the shade, staying hydrated, or even going home.

ASB.TV was at the Indianapolis Air Show in full force, bringing all three acts that they sponsor. In fact, Indy was the first air show that all of AirshowBuzz's acts were in attendance. Rob Reider offered his highly experienced air show announcing throughout the day and Michael Goulian escaped life's gravity in his beautiful ASB.TV Extra 330. In addition, the world's only P-51 Mustang formation aerobatic flight team, The Horsemen, did their graceful routine choreographed to the compelling music composed by Oscar-winning composer and Horsemen #4, James Horner.

All of the acts were awesome and did a great job, especially with the rapidly changing situation that could easily have thrown everyone off their game. The lineup was definitely skewed towards aerobatics, and a couple more military demos or flybys would have been nice to balance things out more. The show was one of the best I have ever been to and I was quite impressed with how they treated the media. This was the first time I have attended the Indy Air Show and I will certainly be coming back for many years to come.



Ryan Sundheimer



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# 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!

# CFB Borden Open House - CFB Borden, ON

Article and Photos by Jean-Guy Pitre



CFB Borden is situated about one hour north of Toronto, Canada's largest city. Borden started as an Air Force training camp and is seen by many as the birthplace of the Royal Canadian Air Force (RCAF). Borden has gone through many changes over the years, and is now one of Canada's largest military training bases. Some of those changes have ended up closing the runway to most aircraft, and now the base is limited to a single helicopter squadron and Air Cadet gliding as the only regular flying.

This means that the air show at CFB Borden has a strong historical aviation surrounding, but also the challenge of basing most of

the displays at a remote location. Even with this challenge, CFB Borden pulled off a first class show. The air displays included all three of Canada's formal display teams: the Skyhawks, the CF-18 Demo, as well as the Snowbirds. There were also civilian acts from the US and Canada.

The weather for this year's show was literally unpredictable. Until the day of the show, the meteorologists were expecting rain, which never appeared. This led to challenges including damp grass fields, some lighting challenges, clouds and a wind that kept the Skyhawks on their toes. The good news is the abundance of vapors made for a great show

of rarely seen vortices and cloud formations.

The ground displays included a full mocked up forward base, an obstacle course, and many retired airplanes currently being used to train for maintenance. There was not enough time in the day to take everything in and do it justice.

One of the highlights of the show was the 40th anniversary Snowbirds. They completely redid their show and designed some new maneuvers including the Olympic Split, devoted to the Canadian Olympic team. The maneuver includes two groups of four Snowbirds each flying opposing flat circles, and leads to a spectacular eight plane cross over.





Even though the weather forced a “low show”, the Snowbirds kept spectators engaged, never knowing what to expect. Of the Snowbird shows I have seen over the years, this is probably the best for the sheer magician-quality sleight of hand, distracting the crowd before a surprise appearance.

Another highlight was the return of Hawk One to the air show circuit. After a busy year celebrating the centennial of Canadian flight, Hawk One will be staying flying in mostly the same colors on a more limited schedule. Fortunately Borden was one of those events, so I was able to continue my love affair with her graceful flight.

The final highlight of this show to me was AirshowStuff’s very own Jenny Forsythe performing her misnamed “Wing Walking” exhibition with Walt Pierce and “Ol’ Smokey”. Seeing her hanging inverted IN FRONT OF the lower wing of a Stearman biplane is a sight I am happy to have seen. To see her slightly upside down view of the show, check out Jenny’s Journal in last months Airshow-Stuff magazine.



# Wings Over Gillespie - San Diego, CA

Photos by Christopher Roberts



# WWII Weekend - Reading, PA

Chris Adolor



Joe Osciak



Joe Osciak



Steven King



Chris Adolor



Steven King





Chris Adolor  
Steven King



Steven King



Chris Adolor



Steven King



Steven King



Joe Osciak

# Summer Balloon Classic Midlothian, TX

Photos by Andy Nixon



# Cape Girardeau Regional Air Fest

## Cape Girardeau, MO

Photos by Chad Grosvenor



# Red Bull Air Race New York New York City, NY

Photos by Sai Nakama



# Olympic Airshow - Olympia, WA

Photos by Anthony Richards





# Canadian Warplane Heritage Flyfest Hamilton, ON

Photos by Joseph D. Ahmad



# Star Spangled Salute - Tinker AFB, OK

Photos by Andy Nixon



# Rhode Island ANG Open House

## Quonset Point, RI

Photos by Joe Osciak



# IAC 52 Wildwood Acroblast

## Wildwood, NJ

Photos by Chris Adolor



# Muskegon Summer Celebration Airshow Muskegon, MI

Article by Shawn Yost



Shawn Yost

The roar of air show aircraft returned to the skies of Muskegon with the Summer Celebration Air Show held June 26-27 over Muskegon Lake. The air show was a first for the annual Summer Celebration festival and also the first show held over Muskegon Lake. Muskegon has a rich air show history, and has been starved for a show since the demise of the popular Muskegon Air Fair in 2006.

Highlights included an absolutely air shredding demonstra-

tion of the F-16 by the USAF Viper West team. Billy Werth and Bill Stein provided gut wrenching high-g solo performances while Team MS-760 provided military-like formation flying. Greg Shelton flew a solo barnstorming routine and returned later with wing walker Ashley Battles.

Miss Battles made aviation history the previous week in San Francisco after she completed a wing walk that lasted four hours and two minutes. The stunt shat-

tered the old record, and has earned her recognition in the Guinness Book of World Records.

The United States Coast Guard provided local flare by performing a simulated Search and Rescue (SAR) using the HH-65C Dolphin helicopter. Muskegon is home to three of the helicopters during the summer months as part of a temporary forward deployment from USCG Station Detroit located at Selfridge ANGB. During the summer months, several helicopters

Shawn Yost



are forward deployed to Muskegon and Traverse City to provide rapid response to distress calls over the western Great Lakes region. The ultra-realistic simulated water rescue was appreciated by the audience since boating is such a huge economic and recreational activity in West Michigan, and it shows people just how challenging a rescue sortie can be.

Another important contribution was made by the Disabled American Veterans (DAV) sponsored B-25 Mitchell, "Axis Nightmare." The Mitchell is a World War II era medium-bomber aircraft best known as the aircraft that participated in the "Doolittle Raid" of April, 1942. The DAV provides various forms of assistance to all disabled veterans that re-

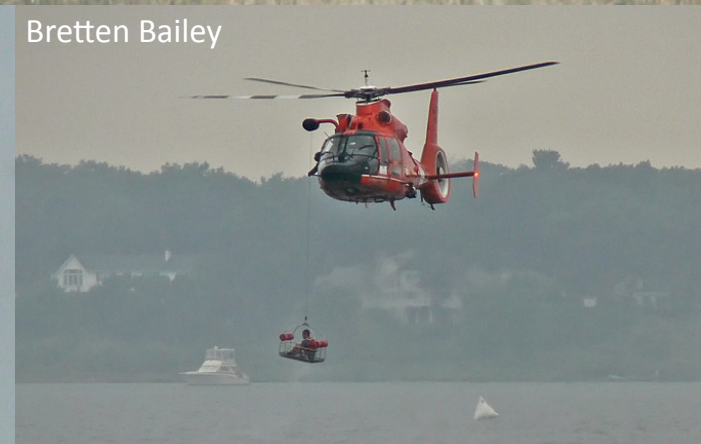
quire aid. The B-25 provided the aerial education and entertainment, but the true work was done behind the scenes at the DAV trailer. DAV volunteers distributed literature and provided an area for veterans to share their experiences with other veterans and non-veterans alike.

Although final numbers are not known at this time, the air

Bretten Bailey



Bretten Bailey



show was considered a success by the festival organizers. The 2010 show was admittedly a test run for the 2011 show which will be headlined by the US Navy Blue Angels on July 2-3, 2011.

More information on Summer Celebration can be found at [www.SummerCelebration.com](http://www.SummerCelebration.com)



Shawn Yost



Shawn Yost



Shawn Yost



Shawn Yost



Shawn Yost

# Quad Cities Airshow - Davenport, IA



David Jacobson



David Jacobson



David Jacobson



Chad Grosvenor  
Aaron Haase



Aaron Haase



Nate Burrows  
Chad Grosvenor



Nate Burrows



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***Thanks for Reading!***