

AirshowStuff

Magazine



Inside:

*Jenny's Journal - Barnstormer's Paradise
Airborne Special! - The Collings Foundation,
Golden Knights, Fat Albert, and more!
Photo Tip - Air to Air
Monthly Photo Contest!
Reports from the Field*

June 2009

Click to turn the page



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Magazine

June 2009

Cover Photo

A Sea Fury and Yak-9 in formation behind a B-25 at the Indianapolis Airshow. For more, see page 18. Photo by Aaron Haase

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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!

Photo Contest Rules

- Two entries per person.
- All entries must be your own work.
- All photographs must be submitted by the 25th of the month they were taken in.
- If a show happens after the 20th, you can submit them for the next month.
- 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. If you would like to join our team, e-mail us at **RS@AirshowStuff.com**. We'd love to have you!

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Thanks to those who submitted to this issue!

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A Barnstormer's Paradise

Photo by Mike Ryerson

Article by Jenny Forsythe - American Barnstormer Wingwalking Team

From time to time, the team gets the chance to explore new territories together, either between shows or during training. June offered us that opportunity just prior to our appearance at the Wings & Wheels air show in St. Thomas, Ontario. From our debrief at Punta Gorda, we knew we wanted to add one more aerobatic maneuver into our Double Trouble routine, so I began looking for an airport in the southwestern Ohio area that would be able to support our training efforts (i.e., have an aerobatic box). I stumbled across the website for Red Stewart Airfield (40I) in Waynesville, OH (southeast of

Dayton). Dubbed a "Barnstormer's Paradise", it appeared to be perfect for our team. And it was! Walt was the first to check the place out a week earlier while visiting family in the area. He said it was an amazing place with very genuine people. Tyson and I certainly agreed when we showed up at the airport on a Sunday morning. At any given time throughout the day you could look up and see a whole flock of Cubs and other taildraggers dancing about the skies. Several visitors came through the field, too, including a Pitts and MX. And there were plenty of smiling faces hanging out at the

field that we honed in on as our audience for our own practices. Another opportunity we had during that week was to go visit Jim Hammond's airdrome north of Xenia. Jim is restoring one of the Standard J-1 planes used by the Gates Flying Circus circa 1920. To see the expansive wings laid out for the covering process was something else! Curious about the height between the wings, we stood the strut up beside me - it stood just about as tall as me. If ever given the chance to walk the wings of this beauty, I wouldn't even have to duck - how cool would that be? We all look forward to the day

this historic bird takes to the air. Jim also has quite a collection of other "barnstormer" era aircraft and plenty of interesting memorabilia from days gone by that he shared with us.

The rest of the week included more practice for us and the opportunity to get to know the Stewarts and the rest of the airport family better. I simply can't say enough good things about the people of Red Stewart Airfield. Whether you're a pilot looking for a great airport to stop in at during your travels, a student pilot wanting to get the best foundation possible for your flying education, or just an aviation enthusiast with a great appreciation for others who truly love to fly, you must visit the Waynesville Airport. Some days you might even catch the launch of a hot air balloon or other aerobatic pilots practicing their maneuvers. It's a great place to go, relax, and get your aviation fix between airshows. Plus, there's a clean, reasonable motel just two miles up the road that's within walking distance of the rest of town which is filled with antique shops and local cafes.

Truly dedicated to grass roots aviation, Emerson 'Red' Stewart established the grass airfield in 1946. His oldest son and daughter-in-law, Emerson 'Cub' and Cathy Stewart, now own it. And



Audrey is already a pro at helping out around the field.

Photo by Tyson V. Rininger

Red's grandson (Emerson III) and granddaughter (Sara Palmer) are the Chief Flight Instructor and business manager, respectively. Fourth generation aviators, Audrey Stewart and Ryan Palmer - though still toddlers - are already diving into the family business with big smiles. Be sure to visit

their website for details on location, flight instruction and the very entertaining story of how the airfield came to be...

www.StewartsAircraft.net
www.AmericanBarnstormer.com



Condor, Flight of Four

Article and Photos by Christopher Roberts

You'd be hard-pressed to try and find a good reason for me to spend half of a Saturday stuck in LA traffic. Luckily for me this is no ordinary trip up the California coast from San Diego. Today I get to do something I have always dreamt of; this is something I have wanted to do ever since I went to my first airshow when I was a little kid. Today I get my first warbird flight.

My 140-mile trip takes me to historic Van Nuys Airport in the San Fernando Valley. Located on the west side of the airport sits ten SNJ/T-6 Texan aircraft that are part of the Condor Squadron. The

Condor Squadron was formed in 1967 by members of the 146th fighter group as a search and rescue unit of CAP (Civil Air Patrol). Today the squadron is made up of ex-military and non-military pilots who all share the same passion for flight. My pilot for today's hop is Stu McAfee. Unlike some of his predecessors, Stu didn't become a pilot in the military but rather learned at a young age and has been flying ever since. The Condors have a small building situated on the side of taxiway alpha at Van Nuys airport, and it seems like the type of place where pilots go to hang out. The walls

are adorned with the pictures of Condor pilots of past and present and aviation photography from the yesteryears.

It's here that we meet the other two pilots that we will be flying with, Chris Rushing and Will Kalbermatter. Together we discuss today's flight, which includes a rendezvous with another SNJ over the Reagan National Library and then a flyby over a home in the Los Angeles area. The talk is very basic but it still reminds me of the briefings of other formation teams such as the Blue Angels.

With our briefing concluded

we head out to the flight line and get ready for our flight. The plane that Stu and I are in is an SNJ-4, which rolled off the North American Aviation assembly line during WWII in 1943. The first thing that strikes you about this plane is the unusual paint scheme on this old warbird. This SNJ is painted to look like the Jagdgeschwader 54 fighter squadron that flew with the Luftwaffe during WWII. This tends to confuse a lot of people who see an American plane with WWII German markings on it. However, the Condors do quite a bit of mock dog fighting and the group needs a "Bad Guy" and a "Good Guy" in the aerial battle, and what better choice than to see an American-marked plane chasing a German. After the quick walk around the plane it's time to climb into the plane. As Stu helps me strap into the backseat he gives me the quick do's and don'ts. As a military flight trainer the SNJ is fully equipped to fly from the back seat. In this particular plane only the flight stick has been removed, so Stu kindly asks me to refrain from putting my feet on the rudder and my hands off the throttle and all other knobs and switches. One thing that does strike me about the back seat is how everything is exposed. It is a very basic aircraft, and sitting in the back seat you can see all the inner workings of the aircraft. The pulley and cable system for the





we are taxiing to the end of 16R. “Condor 1” calls the tower and asks for a three ship departure and soon we’re on the runway and ready to go. Stu throws open the throttle and the old plane is racing down the runway and becomes airborne.

Stu and I are in the lead aircraft, Condor 1, and after departing Van Nuys Condor 2 and 3 have to play catch up. Doing it like the Blue Angels during a show (although at a much slower speed), Condor 2 (Chris) pulls up on our right wing and Condor 3 (Will) on our left. This was the first time I have ever flown in any type of formation flight. At first it is a very uneasy feeling, seeing another plane 50 feet off either wing, but after a couple of minutes you can tell Stu, Chris, and Will have done this before and they are able to hold a tight formation with ease.

About five minutes into the flight we are approaching our rendezvous with Ken Gottschall in his SNJ-5 out of Camarillo. Ken’s plane is painted in the bright yellow Navy trainer colors and he is easy to pick out. I have always enjoyed watching the intricate moves that demo teams have to perform in order to join up with the formation, and in the Condors case this was no different. Ken was flying 300 feet above us and 2000 feet to our right, and in the opposite direction. As he



passed us he did a hard banking turn to the right and was in our left finger tip position in a matter of moments. It just looked so effortless for him to join up with us.

After we had all four planes in formation it was time to head to the target area. We were about 10 minutes ahead of schedule so Stu called for the team to head out over the Pacific to burn some time (much to my delight). We flew over Malibu Creek State Park, which led us straight to the Pacific Ocean. By far this was the highlight of the flight, being able to fly in a formation of SNJs over the Pacific Ocean in an open cockpit was very special. While over the Pacific we did a large circle with Malibu and the Pacific Coast Highway right below us. It was a perfect time to snap some great pictures.

Looking down at my watch, it was 17:45 and we were back over the Malibu Hills headed to our tar-

get. With Ken in the slot position we flew over our target at 1,000 AGL in the diamond formation. We flew a large race track pattern and dropped Ken into the fingertip left position and prepared for our second and last pass. Stu called for the Condors to tighten it up and Condor 3 to puff smoke and pull up in the missing man formation. With that our mission was complete and it was time to head back to Van Nuys. Ken detached from the group and headed back to Camarillo, and Condor 3 rejoined the group just before we got to Van Nuys.

As with any formation team you can’t just do a regular landing, you need to come in like a team. We did a formation break and I got to experience a few G’s on the turn (just a little taste of what the plane can do), and with that Stu put the warbird down nice and easy. We taxied back to the Condor’s ramp and Stu

cut the engine. There is so much noise and vibration during your flight that when everything shuts down there is a peaceful calm that surrounds you. For 45 minutes you were subjected to the growl of the Pratt and Whitney wasp engine, and the howling of the 120+ mph winds outside your cockpit, and then silence.

With the silence also comes the realization that my flight is over. I didn’t want it to end and I found myself just sticking around and talking about my flight with Stu. Being able to fly in a formation with the Condor Squadron was an incredible experience and I can’t thank Stu enough for making it happen. Being able to fly in a plane that has so much history was awesome, and if I’m ever given the opportunity to do it again I would make that long drive through LA traffic in a heartbeat.

controls are right next to you; it’s a vastly different experience than sitting in a 737. Lastly Stu shows me how to open and close the canopy, and that if I’m going to fly with it open (which of course I was) to make sure I don’t get the urge to stick my head out the window. If I did I was going to have to buy the squadron a new head set.

With my preflight briefing done, Stu climbs into the front

seat and fires up the Pratt & Whitney R-1340 radial engine. The 600hp engine roars to life and I can feel the SNJ awaking. This being my first flight in a warbird, the vibrations I feel from the reciprocating engine are different than anything I’ve felt before in a plane. With the engine warmed up and all our gauges good Stu calls me on the comm and asks if I’m ready to go. I give him the green light and moments later

Ground Below

A Flight with the Collings Foundation



Article and Photos by Anthony Richards

It's nearly every aviation enthusiast's dream to be part of living history old and new. For most, the extent of the excitement is to touch a warbird of decades past or to watch a near extinct artifact take to the skies; there are even the lucky few who may get the chance to fly with a crew inside such a rare bird. Such an honor is preserved in a bold memory to last throughout the ages inside the souls of those who lift off into the wild blue yonder on an angel's wings.

With a little luck and a very generous Director of Marketing, the Collings Foundation agreed to let me tag along with them

on their transit flight between Bremerton National Airport and Fairchild International Airport during the Wings of Freedom tour in the Pacific Northwest. Equipment packed and bomber jacket on, I raced to Bremerton and checked in at a quarter to noon on the 17th, not knowing what excitement awaited me.

It is important to note that for as long as I have been shooting at air shows, there has been one constant factor, among the many others, that has either gotten in the way of my photos or blocked my viewing all-together and that is the Civil Air Patrol. Hardly have I and the CAP been on good

terms, and when it came to waiting around for the flight to Fairchild, photographing the bombers was nothing new. However, that didn't get my spirits down, for nothing could ruin my day to fly with the warbirds! Well, maybe just about missing the flight all-together.

When I checked in with the staff on the ground, I was not told of a briefing that would be taking place for those flying to the next airport and either missed the announcement calling those to the briefing or there was never one in the first place. Whichever happened, it was left up to me to figure out when the bombers were

to fly out to Fairchild; kind of like taking a child on a field trip, dropping him off, and then expecting him to find his way home when he's done. That's the trouble.

However, I'm not as hopeless as it turns out, for I instinctively asked around, prior to visiting the flightline, about when the Collings Foundation planned to leave. I was informed that the B-24J Liberator Witchcraft would be leaving first after the B-17G Flying Fortress Nine-O-Nine came back from its last paid flight to follow immediately by the TP-51C Mustang Betty Jane. Vague in nature, it was enough for me to identify when the travel was to take place; yet I had not quite figured out how I was going to get on, assuming that I would just be approached by the coordinator I spoke with earlier and told "Get on that plane." Silly, simple me, that is not how these things work. As the Witchcraft started up, the Nine-O-Nine returned from its last flight and proceeded back to the taxiway in front of the terminal and crowds of adoring fans, including myself. Having not used my brain in awhile, it didn't occur to me that they had fueled the B-17 prior to launch with enough fuel to fly the last tour and the length to Fairchild, and I watched the bomber sit there idle on the taxiway with the question "Why isn't she shutting her engines



off?" Then, as if it couldn't get any more obvious as to what was going on, the Betty Jane started up and taxied behind the Nine-O-Nine. It was then that I decided to nonchalantly approach the nearest events coordinator and ask "Are they leaving for Port Angeles?" The reply, "They sure are."

Panic hits. I race to where I had left my equipment and jacket, furiously pack my lenses & camera, throwing on my jacket (all while a confused group of people in front of me looked with concern), and in a moment of revenge and glory, I burst through the CAP defensive



line and raced for the now-board-
ing-passengers bomber. Greeted
by a well deserved "Excuse me,
are you on this flight?" I explained
who I was with what was left of
my breath and hopped aboard.
Comfortably seated in the waist

Click to turn the page

air travel ever will be. Your heart
races as you listen to the raw roar
of the engines as full power is
applied and the brakes release
as you feel the tail lift off of the
ground just before you do. Before
you know it, you're up in the air
and steadily flying to your desti-
nation with the beautiful drone
of four Wright Cyclone R-1820-97
engines and ground below you.
The day was overcast, but some-
how the heavens played into
our favor and broke in some sun
along the flight, making for un-
imaginably scenic majesty.

Having lived on the Olympic
Peninsula all my life and trav-
eled up & down the Puget Sound
countless times, it was surreal to
view my stomping grounds from
above. However wonderful the
views were on the 30-minute
flight were nothing compared to
our "little friend." Something you
don't always get to experience
and comparable to the same feel-
ing our friend Jim from Steven
Spielberg's Empire of the Sun il-
lustrated is the pleasure of view-
ing a P-51 form up on your aircraft
in flight. Needless to say, I had to
contain myself from screaming
"Horsepower!"

For most of the flight, the
Betty Jane escorted us over to
Fairchild, breaking off just before
reaching our destination to buzz
the anxious spectators below. We
too gave them a friendly fly-by



before circling back for landing.
Seeing the iconic landmarks of
my hometown pass gently below
me, I felt that within half an hour,
my day was complete, sat down,
and happily awaited touchdown.
Once on the ground, we tax-
ied to a viewing area at the East
end of the airport and departed
the lovely Nine-O-Nine for good
old terra firma. Sticking around
to take photos of the now static
bombers, I left feeling a deeper
connection to these grand war-
birds and eternally grateful to the
Collings Foundation for allowing
me to privilege to fly with them.

Summed up, the entire ex-
perience was mind-blowing in
the graceful scenery witnessed,
the apparent routine comfort
the crew had with the bomber
and flight, and the giddy feel-
ing of flying with a real WWII
bomber. However exciting it is to
fly, the sentimental respect one
feels when stepping onto ground
again after being so intimately
familiar with the aircraft in flight
is forever preserved in memory

and soul. It is easy to see why so
many young men were happy to
call Boeing's B-17 Flying Fortress
their shepherd over hostile skies
over 60 years ago and why we
are still captivated by it today. In
that stew of emotions that follow
the departing of the aircraft, it
becomes apparent as to why the
Collings Foundation chose "Wings
of Freedom" as their tours name;
for the freedoms that these vint-
age strongholds represent and
defended in the largest conflict
of the 20th century as well as



Click to turn the page

the unforgettable brush one gets
with the true feeling of freedom
they receive in the endless high-
ways of the sky. These aircraft
are freedom; in every single little
way.

Feel it yourself and visit the
Collings Foundation website
for a schedule of their Wings of
Freedom tour across the United
States and more information
about this courteous and fasci-
nating non-profit organization.
They offer rides and ground tours
everywhere they stop. I highly
recommend visiting any chance
you get and making a donation
to help keep these birds flying for
all to enjoy. Who knows, one day
you too may hear the thunder of
these aircraft over your skies and
when you do, I hope you take
the time to look to the sky with a
smile and wave.

www.CollingsFoundation.org

The Mile High Club

Article by Ryan Sundheimer

Over the past month, several of the AirshowStuff.com group have had some amazing experiences in the form of flight time. I created this special section and issue to shine a spotlight on the people who made it all possible in hopes that it can repay them in some small way. You can see more photos from these great shows on pages 38 and 42.

Our fun began at the Southern Wisconsin AirFEST in Janesville, WI when media director John McCally offered us seats on the US Army Golden Knights C-31 jump plane and Fat Albert (see page 22). Needless to say, it was an offer we couldn't refuse! Both teams showed off the excellence and professionalism with which they do their jobs. It provided us with a great behind the scenes look at what they do and how they do it. You don't realize how hard they whip Bert around or how cold it is at 12,500 feet until you experience it for yourself. Thank you to John McCally, The US Army Golden Knights, and the US Navy Blue Angels!



Ryan Sundheimer

Aaron Haase



Aaron Haase

Ryan Sundheimer

Ryan Sundheimer



Ryan Sundheimer



Ryan Sundheimer



Coming off such an incredible weekend, we thought we had hit the highlight of our summer. We headed for Indianapolis with stories to tell, and ended up getting new ones. Media director Kerrie Henderson helped us land seats with The Hoppers, a group of L-39 pilots who perform together at airshows. I went up with the morning photo flight, and Aaron went on the evening flight the same day. It is a funny feeling when you realize that the aircraft beside you was further away when it was parked than it is in the air! The pilots are private individuals who spend their own money to fly these jets, and take us up. Thank you to Kerrie Henderson and The Hoppers!



Ryan Sundheimer



Aaron Haase



Aaron Haase



Ryan Sundheimer



Ryan Sundheimer



Aaron Haase



Aaron Haase



Aaron Haase

Ryan Sundheimer

Ryan Sundheimer

Ryan Sundheimer

Aaron Haase

Ryan Sundheimer

Ryan Sundheimer

One last surprise flight capped off the two great weekends. Arriving early in the morning, we were told a couple seats had opened on a B-25 flight and that we could go. Aaron choose to sit in the rear compartment and I headed up to the cockpit. Just before takeoff we found out that the Sea Fury and Yak-9 parked nearby on the ramp would be joining up with us! I regretted my seat choice but ended up in the nose compartment. The virtually unrestricted visibility and small space brought on a serene feeling of floating in a bubble. I can see now why people pay hundreds of dollars to experience it. Thank you to Kerrie Henderson, the Tri-State Warbird Museum, David Peeler, and Jim Cook.



Berrrrt's Rollin'!



Article by David Jacobson
Photos by Ryan Sundheimer

a 45 degree accent where a normal passenger aircraft takes off at 7 degrees), altitude levels, and even parameters at which they would “knock it off”.

Once all the briefings were finished we were allowed to wander around Bert and check things out for bit before our flight. I was really hoping to get to sit up front in the cockpit but sadly a news crew had come along for our flight so that was ruled out. I wandered back into the cargo area and started scoping some seats out. All the way back there was a little seat (18”x18” or so) situated by a porthole window. Luckily for me the gentleman who had the seat saw my camera and was kind enough to offer it up to me to get some footage. Sadly I don’t know



Fat Albert Airlines

the man’s name but if you happen to read this thanks for the seat! I quickly folded down my new favorite chair and had one of Bert’s friendly load masters help buckle me in with this relatively tiny lap belt; I was ready to roll.

After a short wait, the crew goes over a couple more checklists and the anticipation builds. Next comes the growling of Bert’s four large Allison turbo prop engines spinning to life and the entire cargo hold starts to lightly shake and fills with a deep humming. After a few more minutes of sitting we begin our taxi to the active runway, which I would compare to the first hill on a roller coaster; slow and the point in time where you start asking yourself ‘what have you gotten yourself into?’ and you try to mentally prepare yourself for what you’re about to experience. Once Major Hess positioned Bert on the active, the crew yells out a few last checklists and we’re ready to take to the skies.

My anticipation was fly-

ing through the roof when the four turbo props went from a low rumble to a higher pitched scream in mere seconds and the entire cabin started to shake as they put Bert to full throttle. Major Hess then released the brakes and Bert lunged forward with enough gusto that you could very easily be thrown out of your seat if you weren’t strapped in. The acceleration was swift and much stronger than I expected it. Before I knew it we were airborne and the shaking mostly disappeared as we hurtled down the runway, mere feet above it. I watch out my window as the crowd flies by. When we hit show center we pull up at forty five degree angle pushing us all into our seats as we climb skyward. Once we reached our predetermined altitude we push up over the top and pull some negative G’s. Everything that wasn’t strapped in began to float (including your author, who probably came 4-6 inches off his seat!) and just as in roller coasters, all riders broke

I’ve been going to shows for a while now and have done some cool things, such as attending as media for the last couple of years, which has allowed me some great opportunities. As of May 31st ,2009, I partook in the most exciting thing I’ve ever had the opportunity to do at an airshow; a ride on Fat Albert Airlines.

For the uninformed (which, if you’re reading this, I’m assuming you probably know what Fat Albert is, but I’ll elaborate anyways), Fat Albert is the US Navy Blue Angels transport aircraft, a big blue and gold C-130 flown by an all Marine aircrew.

While most everyone knows the choreography and exact timing used by the Blue’s and F-18 pilots, some may not know that Bert’s crew demonstrates the exact same level of professionalism and timing that fighter guys do, just not as visible to the paying public.

Every Bert flight starts with multiple briefings where different parts of the flight are discussed. My favorite briefing was when the pilot (in my case, Major Drew Hess from Rockford, IL!) went through, maneuver by maneuver, the entire demo in a very detailed manner, explaining things like rotate speed, angles of accent/decent (the low transition takeoff is at



into applause and cheers as we leveled off. Just as we started to catch our bearings the aircraft banks to the right sharply and I'm now looking out my window straight at the ground. While the banking, climbing, and descending were all fun parts of the ride, my favorite part was the G's. This was my first experience with sustained G's ever and is something that's much more different (and more fun) than I expected. While we only pulled a max of two and a half G's, the fact that we would hold turns for 15-30 seconds at a time definitely made you have to work a little bit. Before I knew it we flew the demo (low transition, parade pass, high speed flat



pass, head on pass, assault landing) and were back on the ground taxiing to the ramp. Once we

disembarked the crew was more than happy to take pictures and answer any questions we had about the flight, Bert or the Blues.

Whenever anyone asks me what it was like to ride on Fat Albert Airlines, I just have a simple answer. Think of the best roller coaster you've ever ridden on.....now times that by ten. A few thank yous are needed for making this possible. First off is the Blue Angels and crew of Fat Albert and especially John McCally for his great hospitality and willingness to work with myself and others of the media!

Who's ready for Southern Wisconsin AirFest 2010? I know I am.

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Each month we write a tip to get better air-show photographs and ask you to send us your results. Last month, we gave some tips on getting prop blur and going for a full circle. Here's what you sent us.



Christopher Roberts



Aaron Haase



David Jacobson



Michael Rehbaum



Nate Burrows



Michael Rehbaum

Photo Tip Of The Month



Air to Air

Article and Photos by Ryan Sundheimer

The pinnacle of aviation photography is getting a chance to shoot one airplane from another. Opportunities for air to air shoots do not come around often, but when you get one, it's plain awesome. In keeping with this issue's theme, I've compiled these tips I've learned on the handful of air to air flights I've been lucky enough to go on.

Lens choice will make or break your flight. The nature of airshow photography is such that most of us are loaded with high zoom lenses with less attention paid to shorter lenses that you will need on a flight. I've seen some people try to bring a 100-400 because it's all they had. Usually, 100mm is

about the maximum you should plan on. I have the kit 28-135 and it's a great air to air lens because I can zoom in if the planes are a little further apart (they are not always very close) and still have a wide angle if they pull alongside. However even the 28mm end is not wide enough sometimes. The top left Hoppers picture on page 18 is actually two shots that I merged together since I could not get the formation in just one. When choosing a lens, also keep in mind that cockpits are not designed for cameras and can be quite cramped.

Shooting from an open window or door presents its own challenges. The slipstream is

very powerful and can rip a camera from your hands easily. At the very least it can buffet the camera so much that it is impossible to get a picture. To help with this, try not to stick the camera outside at all, and be sure to take off the lens hood. If you do stick the camera outside, be VERY careful to secure it with the strap and both hands. If you drop it, not only could you lose your camera but it could go flying into the plane you're shooting!

A major killer for shots from inside a cockpit is reflections. A simple tip that goes a long way to avoid them is to wear dark clothing. It will reduce the reflections significantly and make your job



that much easier.

Unless you are in a bigger plane, you will usually be strapped in and unable to move much. Since cameras have the shutter button on the right side, it is easy to spin left and shoot normally but when you need to spin right you may find it hard to hit the shutter without dislocat-

ing a shoulder. The easy solution to this is to flip the camera upside down. You can operate the camera with your left hand, and no one will be any the wiser when you rotate the images upright afterwards.

If you are shooting a propeller aircraft, there is good news. Since the plane will be close to you, you

do not need nearly as much zoom as on the ground, and as such you can get sharp pictures with much lower shutter speeds than normal. Don't be afraid to go for full prop blur (see the May '09 photo tip) but be sure to check the results quickly so you can adjust your shutter speed and make sure you get some great shots.

Sometimes the big complicated SLR is just too much. If you want to get a good shot of yourself in full airborne glory, I would recommend bringing a pocket sized camera from someone. You can keep it out of the way when you aren't using it, and the smaller size will help you get the best angle in a tight space. Since they are designed to do everything for you, you can shoot blindly without worrying about a whole lot of settings. Be sure to take a bunch so you can show them off later!

A concern some people have is getting sick on the flight. Even if you are normally fine with flying, concentrating on taking pictures can make your head spin. When you have the camera up to your eye, you block out the peripheral vision that your brain uses for balance. For this reason, don't stare through the camera for long periods. It may also help if you close your eye, move the camera to your eye, then open it again.

Similarly, don't keep your

head down in the cockpit for a long time while reviewing pictures or changing settings. Don't stare down your self portrait camera either, especially while maneuvering. I took some shots of myself inverted and rolled up-right to a wave of nausea. Most importantly of all, keep your pilot advised of how you're feeling and if you start to feel sick, let them know immediately. They don't want to clean puke out of their plane and will take it easy to help you feel better.

Of course, the number one rule for any time in the air is to have fun! It's all too easy to feel pressure to get jaw-dropping shots to repay the pilots, but you shouldn't let that keep you from enjoying it. Chances are you were given the ride because you do good work. With your skills and these hopefully helpful tips, you should do just fine. Drop the camera for a minute or two and just soak it all in. You're living the dream and flying high!

Ordinarily we'd ask you to send in any shots you got with this tip, but that doesn't work very well for this month. If you do get lucky enough to get a flight and find these tips useful, show us by sending your shots you get to RS@AirshowStuff.com so they can be featured in next month's issue!





First Place - Mike Lynaugh (12 points)

Third Place - Mike Lynaugh (5 points)



Second Place - Devon Donath (11 points)

Monthly
Photo Contest

Congratulations to the winner of the June photo contest - Christopher Roberts! 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 four pictures. Their first choice gets four points, their second choices gets three, and so on. The points are added up and the one with the most points is the winner.

Fourth Place - Devon Donath (2 points)

Fifth Place - Carl Young (1 point)



Reports from the Field

June 2009

Hemet-Ryan Air Show



Christopher Roberts



Nathan Addison



Christopher Roberts



Nathan Addison



Nathan Addison

Reports from the Field
Southern Wisconsin AirFEST, Janesville, WI



Ryan Sundheimer



Ryan Sundheimer



Ryan Sundheimer



Nate Burrows



Aaron Haase



Nate Burrows



Ryan Sundheimer



Nate Burrows

Reports from the Field
Southern Wisconsin AirFEST, Janesville, WI



David Jacobson



David Jacobson



Sam Larson



Sam Larson



Aaron Haase



Sam Larson

Reports from the Field Indianapolis

Ryan Sundheimer



Aaron Haase



Ryan Sundheimer



Aaron Haase

Reports from the Field
Indianapolis



Ryan Sundheimer



Aaron Haase



Ryan Sundheimer



Aaron Haase

Reports from the Field
NAS Patuxent River



Ken Kula



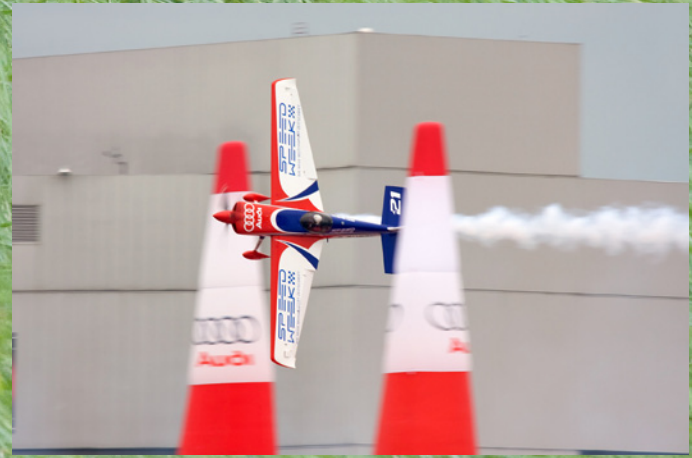
Reports from the Field
Red Bull Air Race Windsor



Ryan Sundheimer



Ryan Orshinsky



Reports from the Field
Rochester, NY



Michael Rehbaum



Joe Osciak



Joe Osciak



Michael Rehbaum



Michael Rehbaum



Joe Osciak

Reports from the Field
Rochester, NY



Michael Rehbaum



Michael Rehbaum



Michael Rehbaum



Michael Rehbaum



Michael Rehbaum



Michael Rehbaum

Reports from the Field

Mid-Atlantic Air Museum

Mark Hrutkay

D-Day was June 6, 1944; to commemorate that historic day, every year there is an interesting show in Reading Pennsylvania. It's billed as "WWII Weekend" and is a combination air show and event for re-enactors.

This event is held at the Spaatz Field in Reading. Parking is somewhat limited and they will bus you from the other side of the field to the show. In the past the show seems to have had extremes of weather. Last year it was dry and hot. Temperatures were well into the high 90s, other years it rained. Maybe someone was thinking of making the show a bit more accurate since the weather was bad on the original D Day. This year, well it was interesting. Friday was raining, solid overcast and a low ceiling, we skipped the show and ended up at the mall. Saturday started out looking fairly bad and cleared up as the day progressed and finally turned into a nice day. Sunday was pretty nice all day. The weather wasn't



Mark Hrutkay



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Mark Hrutkay



Mark Hrutkay



Mark Hrutkay



Chris Adolor

much of a factor this year.

If you have never seen re-enactors in action, you are in for a treat. I have no actual numbers but there must have been around 3,000 men and women on the ground in uniform. Not just Americans, but there were Germans, as well as other Allied and Axis troops and I even saw several Japanese soldiers. They were camped with tents and vehicles. Most of them actually slept there too. There was an amazing collection of items there that added realism to the show. These guys must have cleaned out every garage sale, eBay auction, basement, and attic in sight. These small things made it a lot more realistic and gave the spectators a good idea what life was like back then. This also made a great backdrop for shots of the "soldiers" in action. But that wasn't all, there were displays about life back home during WWII as well as a Gulf Gas Station, and a "radio" show being "broadcast" by several people, and others. The re-enactors made some great photos, like the WASP Pilot shown with this article. The lighter aircraft (liaisons and trainers) were dispersed with the re-enactors and re-

ally added to the display and effect.

Re-enactors didn't stop at the "common" soldier and civilian during the show. We had President Roosevelt (complete with a car and leg braces) as well as General McArthur. During the show, the C-54 from the Berlin Airlift Association taxied up to the crowd, the door opened and everyone was addressed by the President and Gen. McArthur, standing in the door. They deplaned and got into their vehicles and went off to do whatever they do now, 65 years later....

In the Mid Atlantic Air Museum's hangar there were WWII vets, ranging from Mustang pilot Col. Bud Anderson to a survivor of the sinking of the USS Indianapolis to the "Band of Brothers". Col. Anderson had the distinction of having Jack Roush's P-51B "Old Crow" on site, which made for an interesting backdrop. There was a stage where the vets would give a talk about their experiences; seats in front of the stage were pretty much full. Considering the age of the veterans, in a few years, you are not going to be able to hear them anymore.

The back of the hangar

Reports from the Field

Mid-Atlantic Air Museum

had the P-61 that the MAAM has been working on for 20 years. The Museum was actually formed to recover the P-61B #42-39445 from a mountain top in Indonesia. The progress on it is slow and steady. A guess on my part is that it is somewhere around 5 years from flight, if it takes that long. This P-61 is one of four left in the world, the others are in the Smithsonian, USAF Museum, and in Beijing, China. It will be a sight to see when it flies.

There was the B-17 "Yankee Lady" from the Yankee Air Force selling rides and it was flying constantly. There were several B-25s; "Briefing Time" from MAAM, "Yankee Warrior" from the Yankee Air Force, and "Panchito" was brought in by Larry Kelley from its home base in Georgetown DE. The Commemorative Air Force brought the SB2C Helldiver and a SBD-5 Dauntless. Rides were available in all of those aircraft. It was especially interesting since the Helldiver is the last one flying in the world, and the Dauntless is one of about three left flying.

Quite a few fighters

showed up. Chris Barnaskas brought his P-51D "Glamorous Gal". Jack Roush sent two of his P-51s; P-51B "Old Crow", and P-51D "Gentleman Jim". Even though Mr. Roush is a very skilled P-51 pilot, he has business interests (a NASCAR Racing Team for one) that require him to work weekends, so he is kind enough to share his airplanes by having them flown in by Ed and Connie Bowlin. They are skilled pilots in their own right and former P-51 owners, as well as members of the Georgia Aviation Hall of Fame. Tom Duffy brought his P-47M "No Guts - No Glory"; the American Airpower Museum had the FG-1D Corsair "Skyboss"; Jim Beasley flew up from Philadelphia with his Spitfire MK XVIII.

The show at Reading is a unique integrated event. It has a WWII theme and then adds in something for everyone. It has airplanes, reenactors, and the actual men who made the history. Lots of things to do for everyone and it's a show you will not be bored at. If you are thinking of going, do it this coming year because the number of WWII Vets is rapidly dwindling.



Mark Hrutkay



Chris Adolor



Michael Rehbaum



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Reports from the Field
Mid-Atlantic Air Museum



Michael Rehbaum



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Michael Rehbaum



Michael Rehbaum



Michael Rehbaum



Michael Rehbaum



Mark Hrutkay



Michael Rehbaum

Reports from the Field
Virginia Regional Festival of Flight



Ricky Matthews



Ricky Matthews

Reports from the Field

Wings over Whiteman

Article and Photos
by Chad Grosvenor

For the first time in four years, Whiteman Air Force Base in Knob Noster, Missouri, opened its doors for a one-day-only air show and concert featuring Lee Greenwood. The air show started off with four T-38 Talons taking off in pairs to get in a finger four formation for the opening ceremonies. They flew over in formation from the left, turned around, and came in for the break to land. Then the Pietsch brothers took to the skies for their comedy routine. Following that were the Aerostars with their graceful performance. Only two of their three Yak 52s were able to fly since one had a tail wheel issue. After that Randy Ball took off in his MiG 17. He had to wait for the B-2 to take off because it had to go to the Hill Air Force Base air show in Utah for a fly over.

Once the B-2 had left the air show box, Randy Ball came in from show right for his fast paced routine. After that, Greg Shelton and his



FM-2 Wildcat did a little dog fighting demo called Tora 101 with a Tora, Tora, Tora aircraft. When Greg Shelton finished Tora 101, he did a solo demo; but on the first pass his left main landing gear broke and he performed a great dead stick landing. That delayed the show for a couple of hours while they got everything off the runway. The B-52 was in a holding pattern for well over an hour, but finally came in and performed two passes for the crowd.

Afterwards, the B-25 "Pacific Prowler" took to the sky. Following that was Ray Vetsch and his "Turbo-Shark" which has a takeoff roll of 80 feet. Next, Whiteman's own AH-64 Apaches did a little demo. After the Apaches, the Aeroshell Aerobatic Demo Team did a graceful demo in their 4 AT-6 Texans. Kent Pietsch then performed his dead stick routine from 6,000 feet and for the finale, he awed the crowd by landing in front of them and placing his prop spinner into the hand of an individual.

Then Vlado Lench took to the skies in his P-51 Mustang, "Moonbeam McSwine". Ritz and Gizmo then took off in their F-15E Strike

Reports from the Field

Wings over Whiteman

Eagle for their fast paced, aggressive demo. Following Ritz and Gizmo was Harb to showcase the capabilities of the A-10 Thunderbolt II. After the Air Combat Command Single Ship Demo Teams was the popular Heritage Flight with “Moonbeam McSwine”, the F-15E Strike Eagle and the A-10 Thunderbolt II. While all of that was happening, the B-2 was in the same holding pattern that the B-52 got for a little over an hour too.

The grand finale of the show was none other than the B-2 which performed a couple passes. On the final pass, there was a 1600 foot wall of fire set off by the Commemorative Air Force Blastards. Lee Greenwood performed a concert after the air show. In addition to the great lineup of performers, there were a lot of static displays; but there wasn't much--if any--participation from the Navy and Marines. Another uncontrollable disappointment was the B-1B Lancer which had an issue with the third engine and could not perform. They planned to takeoff into an



unrestricted climb to 15,000 feet, then perform several other passes. Other than the uncontrollable issues, 2009 Wings over Whiteman was a great air show; and if they have it next year, I would strongly recommend coming out to it.



Reports from the Field
Jones Beach



Photos by Steven King



Reports from the Field
Ocean City, MD



Photos by Steven King



Reports from the Field

Salute to Veterans, Columbia, MO

Article and Photos by Chad Grosvenor

Every year, on Memorial Day weekend, the Salute to Veterans Corporation puts on a free air show for the public at the Columbia Regional Airport in Columbia, Missouri. They have some of the top acts of today's air show industry each year. This year, they had the Aeroshell Aerobatic Team, Clyde Zellers, the Kansas City Dawn Patrol, Canadian Skyhawks Parachute Team, Canadian CF-18 Demo Team, United States Navy F/A-18C Demo Team from the VFA-125 at Naval Air Station Lemoore in California, United States Air Force A-10 Thunderbolt II West Demo Team from Davis-Monthan Air Force Base in Arizona, and the P-38 Lightning to fly alongside the A-10 for the monumental USAF Heritage Flight. In addition, they usually have a fair amount of static displays. However, since the air show coordinators have changed, the air show is losing support and interest. It isn't as organized and because of that, a couple acts, including the CF-18, didn't fly on Saturday. Here they are with that beautifully painted CF-18 on the posters advertising the air show and it doesn't even fly? A lot of people were pretty upset about that. I was looking at some of the comments made on the air show and the most frequent answers were too much downtime, unorganized, and people were upset because the CF-18 didn't fly on Saturday. Some people said they weren't even going to come back next year.

On a lighter note, this was a "hometown" air show for the United States Navy F/A-18C Demo Team's pilot, Lieutenant Jason "Cindy Loo" Dalby. "Cindy Loo" graduated from the University of Missouri-Columbia in 2000 with a Bachelor of Science Degree in Business Administration. After



he landed, he back taxied parallel to the crowd line, turned around, popped up the canopy, reached into the cockpit and grabbed his tiger tail. If you're a Mizzou Tiger fan, you know what the tiger tail is. If you're not, it's just something that attaches to the back of your car to say that you're a Mizzou Tiger fan. If you're ever around Columbia, you will definitely see a few--especially during sporting events. So while taxiing back to his parking space, he was waving to the crowd with his tiger tail in hand. Needless to say, he won over the hearts of a bunch of people with that tiger tail.



Reports from the Field

Wings Over Gillespie

Article and Photos
by Christopher Roberts

Wings over Gillespie returned to the skies of San Diego County after last year's surging fuel prices cancelled this relatively small show. The organizers held strong this year and were able to bring back what is in my mind the best small airshow in Southern California. Wings over Gillespie is held out of Gillespie Field in El Cajon, California, about 15 minutes east of downtown San Diego. Like many airports in the Southern California region Gillespie was a MCAAF (Marine Corps Auxiliary Air Facility) during WWII and the airshow definitely showed its roots with a great gathering of warbirds this year.

The show started out with the Condors Squadron out of Van Nuys doing a missing man flight during the national anthem. The Condors fly SNJ/T-6 Texan aircraft, and the group brought down four of their aircraft to fly this year. The group did multiple passes in different configurations (diamond, echelon, etc), and on every pass those 4 P&W radial engines were music to my ears. After that Capt. Eddie Kurdziel in his



Fairey Firefly which is based out of Gillespie took to the skies. If you have never seen this plane it is a must see. It is a beautifully restored aircraft and there is a great story behind it if you read up on it one day. On Sunday's performance Capt Eddy hit 340mph on one of his passes, and I heard that it was a new speed record for him on a low pass. After that a pair of P-51s named Lady Alice, and Su Su, along with a rare NA-50 (only 13 ever made) went up for a few passes. Following that we were lucky enough to get John Collver in his SNJ "War Dog" doing his routine.

After John Flew the airport reopened to general aviation for an hour, so it was time to walk around and check out the statics. One of the great benefits of having an airshow at Gillespie field is the San Diego Air and Space Museum Annex across runway 24. This free museum is where a lot of aircraft get restored prior to being shipped to the larger museum in nearby Balboa Park. The museum is packed with Jets and props and a lot of them get sent over for statics during the airshow. This year they sent over an F-16N,



F-86, P-51, MIG-15, A-26, and many others. Along with those the Navy flew in a SH-60 Seahawk from nearby NAS North Island, and not to be outdone the Marines sent in a CH-46 from Miramar.

After that the flying resumed with the Redstars Yak-52 demo team flew, followed by Martin Kennedy in his Staudacher S600. Then another Gillespie based bird went up for the ASTREA (Aerial Support To Regional Enforcement Agencies) helicopter SAR demo. Following that the CDF (California Department of Forestry) flew an OV-10 Bronco, and an old S-2 converted water bomber and did a few water drops. Next it was the SNJ/T-6 Texans that went back to the skies for a mock battle with the Yaks, with a little bit of pyrotechnics. In all there were a total of eight SNJ/T-6 Texan present at Wings over Gillespie, by far the most I have ever seen in one location. Finally the last aircraft to take part in the show was a C-53 named D-Day Doll. This plane was not the fastest, or loudest plane at Wings Over Gillespie in 2009, but it definitely was the most historic. On June 6, 1944 D-Day Doll made three troop drops dur-



ing the D-Day invasion, and 65 years to the day she dropped troops at Gillespie. It was an awesome sight to see this plane in all her glory repeat what she did 65 years earlier. Wings over Gillespie gets two thumbs up from me, I applauded the men and woman who made this show possible, and if it is back next year you can definitely count me in.

