

AirshowStuff *Magazine*



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May 2009

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AirshowStuff

Magazine

May 2009

Cover Photo

Kyle Franklin performs in his WACO biplane at Airpower Over Hampton Roads. For more, see page 46. Photo by Joe Osciak.

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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!



The Top Question

Article by Jenny Forsythe - American Barnstormer Wingwalking Team

Among the more frequently asked questions we get – whether it be through e-mail, at a show, or wherever people hear what we do – is some variation of “Can I wing walk on your plane?”, or “Is there a wing walking school I can go train at?” The simple answer to both of these is no, at least for those in North America.

On the other side of the pond, however, I am aware of at least two outfits that offer thrill rides in the UK. The thing to remember, though, is that while the displays are called “wing walking”, what they are really offering is technically wing riding – the participant

is strapped into the top rack at all times from takeoff through landing. And while we Americans come from an era when such wing riding was prevalent in years gone by, there is a reason you won't see any of us today taking off and landing in such a position – namely, we don't believe it's worth the risk if something should cause the plane to flip over (which could be the case with something as simple as a tire blow-out on landing, for instance). But, if you're willing to take that risk, and find yourself over in the UK, then you'll want to look up 'Wingwalking UK Ltd'

or 'Aerosuperbatics'. For a preview, a variety of such ride participants have posted videos of their experiences on YouTube.

While some professional pilots/teams will make a special exception on a very rare occasion, on the whole, North American wing walking teams do not allow for any thrill rides. Additionally, unlike skydiving schools where you can pay a fee, get some training and then go up and make a jump, no such thing exists for wing walking here in North America.

www.AmericanBarnstormer.com

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!

William Derrickson
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Aaron Haase
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Sam Keaser
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Night At The Museum



Article and Photos by Ryan Grantonic

Canopies were opened and statues were replaced with actors; the National Museum of the U.S. Air Force came to life before the eyes of thousands of visitors on May 15th. The National Museum of the U.S. Air Force (NMUSAF) became a living history lesson for anyone lucky enough to attend.

By lending their talent to the NMUSAF dozens of actors gave voices and personality to historic people who are usually represented by lifeless mannequins. Near their Flyer in the Early Years Gallery Orville and Wilbur Wright informed visitors of their efforts

to build a flying machine. Just past the Flyer, WWI soldiers patrolled near their planes with guns in hand. Moving into the WWII hangar, guests were greeted with the shock of a pilot at Pearl Harbor who prepared to defend his base from the Japanese. As attendees advanced through the WWII hangar, they were taken from the battlefield and placed stateside where a W.A.S.P. explained her role in helping with the war effort. Once the W.A.S.P. had completed her skit, it was time to move on to a Tuskegee Airman who talked about his training. In another scene from the continen-

tal U.S., a flight instructor argued with a student who had crashed his airplane. This argument ended comically when the “statues” returned to their frozen state after they noticed that people were watching them. After exiting the WWII displays, many people saw something that appeared to be from another world. It was a “flying saucer” (it actually was an experimental Air Force vehicle called the Avro Car) surrounded by the only non-historical figures at the event, “aliens.” Back on Earth, in the time period of the Berlin Airlift, a Russian soldier provided laughs by warning



visitors not to advance past him because the Americans were conducting candy bombing runs. Other actors at the Night at the Museum portrayed characters such as citizens of Eastern Berlin, and Korean War era pilots.

After watching the skits, many people may have wondered how

the pilots flew their airplanes. Their answer came in a second special event, cockpit look-ins. Although it wasn't a real cockpit, a Wright B Flyer simulator was available for anyone who wanted to learn how to fly the Wright Brother's machine. With the Flyer, one could see that first

airplanes were flown from a seat on top of a wing, and that a pilot's only gauges were his eyes. With a glance into a plane from the WWII time period such as the B-24 Liberator, the improvements in a planes cockpit were obvious. Instead of flying while exposed to the wind using little more than his eyes and instinct, a pilot flew from within an enclosed space, and he now used a panel full of instruments to monitor his aircraft while in flight. Just as the airplanes of WWI were astounding technological improvements over the flyer, the new F-22 Raptor was displayed to show an equally amazing leap in technology from the old warbirds. Inside of the cockpit of the Raptor, many people found that the cluttered panels of decades ago have been replaced with simple display screens and the control inputs are now transmitted electronically.

The event seemed to be a stunning success, and so many people showed up that it was hard to see everything available. Even so, the visitors appeared enthusiastic and many mentioned that they would be back again if the museum held the event in the future.

For more information on the NMUSAF be sure to check out www.nationalmuseum.af.mil

A Bad Penny

Photo by Alex Rocheleau



Restoring a Piece of Canadian History

Article and Photos by Ryan Orshinsky

After the disbandment of all Canadian Lancaster Squadrons in the early 1960's, public concern grew about the fate of the remaining Lancaster's. Would they be made into scrap or could they be saved? In 1964 City of Windsor Alderman Cameron Montros came up with an idea to save at least one of these great pieces of Canadian history. It was suggested that the City of Windsor purchase one of these Lancaster's to use as a war memorial. Shortly after Cameron mentioned her idea the purchase was approved by city council for a sum of \$1,250.

Now that the purchase of the Lancaster was approved it was up to a small team of former officers

to choose the "right" Lancaster for Windsor. This required them to travel to Dunville, ON, where most of the Lancaster's were stored. It wasn't a difficult choice for the team, once they saw Lancaster FM212, they knew it would be perfect as it was the only Lancaster that was stored in a hangar, not outside. Now the city and the team had to decide how the aircraft would be transported to Windsor. FM212 could be readied for flight for a cost of \$10,000 and flown back to Windsor, but it was decided that it would be cheaper and easier to have the aircraft dismantled and shipped by barge instead.

Once the barge with FM212

aboard arrived in the Detroit river, it received a hero's welcome. Media from all over Canada covered the arrival, and several fire boats from Detroit escorted the barge to Dieppe Park where it was unloaded and put on temporary display. Once the pedestal was finished in Jackson Park, FM212 was moved to there from Dieppe. Soon afterwards in July of 1965, FM212 was mounted on the pedestal and officially dedicated to the approximately 400 airmen from the Windsor/Essex County area that died during WWII.

In the early 2000's concern now began to grow about the deterioration of FM212, it was feared that the Lancaster may

collapse and fall to the ground if something wasn't done soon. So with the help of the Canadian Historical Aircraft Association (CH2A) it was decided that FM212 should be removed from the pedestal and placed in an indoors facility. Along with the plan to remove the Lancaster an idea was passed that a Spitfire and Hurricane replica should be put up in its place with a full size silhouette of the Lancaster beneath them.

On the morning of May 26, 2005 with the help of over 30 CH2A volunteers FM212 was finally removed from its pedestal in Jackson Park. Throughout that day nearly 3000 people came out to take a tour of the Lancaster including many veterans that served in them during the war. Once it was off of the pedestal, the wings were removed and FM212 was placed in a building



Photo by Alex Rocheleau

at Jackson Park for temporary storage. Though FM212 didn't see any action in World War 2, as it was built at the end of 1945, in February 2007 it was officially given the name "Bad Penny" in honor of the 101 Squadron Lancaster crew and its captain Bob Upcott who is a native of Windsor. This flight crew flew the first Lancaster into Holland during

Operation Manna to drop food to starving Dutch civilians. After they successfully dropped their cargo they radioed to their command and the order was given to send the rest of the aircraft in to drop food.

In May of 2007 FM212's journey finally ended as it reached Windsor International Airport and was officially put under control of the CH2A's Lancaster Crew. When it first arrived at the airport the Lancaster Crew had no where to store the aircraft, so it was left out in the open. This also stopped the Lancaster Crew from working in the winter. With the help of Mike Potter though, who donated \$40,000, they were able to build a new hangar at Windsor airport to protect the aircraft and allow the Lancaster Crew to work longer into the winter.

Today, Lancaster FM212 is still undergoing an extensive restora-

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tion. It is estimated that it is going to take about a decade and \$6 Million to complete. The plan is to restore FM212 to the same condition as it was when it rolled off of Victory Aircraft's production line in Malton, Ontario at the end of 1945. Though the aircraft will be restored to flight condition it is highly unlikely it will ever leave the ground due to its historical and monetary value. FM212 will however be able to taxi.

Work is constantly being done on the Lancaster, and the various related projects that are on the go. Right now the main focus is to remove the paint off of the aircraft and to restore the engines. One of the engines has been completed and is going to be put on display in the Windsor Airport terminal building in the near future. Two of the other engines are currently being worked on and the other is still mounted on FM212. In March of 2009 one



Photo by Ryan Sundheimer

of the propellers from FM212 was sent to Hope Aero in Toronto for inspection, about a week later the Lancaster Crew received word that the prop was severely corroded and wasn't flight worthy. Soon after they sent two more propellers to Hope Aero where they are to undergo a complete restoration to flight condition. Other projects currently being worked on include one of the wingtips, the mid-upper turret, and the engine firewalls. There are over 200 CH2A volunteers working on many of these proj-

ects, but they are always looking for more volunteers who are willing to come out and help.

To help raise funds for FM212's restoration a small air show was held last year on August 2 at Windsor Airport. FM212's sister aircraft FM213, which is owned and operated by the Canadian Warplane Heritage (CWH) Museum in Hamilton, flew down to Windsor along with Mike Potter in his Spitfire from Ottawa. Also on display during the show was Tom Siimes' Harvard, Glenn Martin's Tiger Moth and the CH2A's Stearman, two Chipmunk's, CT-133 and Mosquito fuselage, which is also currently being rebuilt. Later in the day CWH's B-25 "Grumpy" also stopped in. It was an emotional day for many as this was the first time FM212 and FM213 had been on the same ramp together since they left Victory Aircraft in 1945. This year FM212 and FM213 will be reunited once again at the Windsor



Continued on page 12

The Canadian Historical Aircraft Association

"To Honor Canadian Veterans by Preserving, Maintaining, Restoring, Displaying, and Demonstrating antique or vintage military and civilian aircraft considered important to Canadian aviation history".

The CH2A is a non profit organization, founded in 1993, based at Windsor International Airport in Windsor, ON. Currently the organization has over 200 active members working on many different projects. Along with Lancaster FM212's restoration, the organization is rebuilding a deHavilland Mosquito and eventually planning to build a new museum to house all of the present aircraft, artifacts and anything that may be acquired in the future.

The CH2A owns, maintains, and operates a 1941 Boeing Stearman, two deHavilland Chipmunks and a Canadair CT-133 that is not airworthy. They also have agreements to operate a 1936 Fleet Fawn and a J-3 Cub that are privately owned.

CH2A Aircraft

- 1 1941 Boeing Stearman
- 2 deHavilland Chipmunk
- 3 Canadian CT-133 (T-33)
- 4 deHavilland Mosquito
- 5 1936 Fleet Fawn



International Air show on August 29 and 30. If everything goes as planned, one of FM212's engines will be run for the first time since the 1960's during the show.

Out of 7,377 Lancasters built in the world only seventeen are still around today, two of which are airworthy. Eight of these Lancaster's are located in Canada. Thanks to all of the hard work that has and will be put into FM212 by CH2A volunteers, this Lancaster will be around for decades to come for everyone to see and enjoy. Without the effort of the CH2A this great piece of Canadian aviation history may have never been saved.

If you would like to find out more about volunteering, donating or Lancaster FM212's restoration in general, please visit:
www.lanctm212.ca



Take a look inside FM-212

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Seth Speaks!

A first timer talks about his first air show experience.

Seth is a 15 year old central Ohio teenager. He is a friend of my son Samuel. Samuel invited Seth to attend his first air show with us, the Joint Services Open House held at Andrews Air Force Base in Washington DC. I got the boys up early so we could be at the gates at 8:00 on Saturday, May 16 2009. The weather was overcast and we were wondering if we would see anything fly. Around 12 noon weather conditions improved and the show started. The show concluded around 5:00. After catching a shuttle bus back to our car, I thought it might be interesting to interview Seth on his first impressions.



How did you like the air show?
Seth: I liked it.
What did you enjoy most about the air show?
Seth: The whole thing.
What was your favorite plane or jet?
Seth: The F-22 Raptor.
What was your least favorite?
Seth: At first, I didn't like the helicopter.
What did you think of the static displays, the planes and jets on

the ground?
Seth: They were interesting. Which ones did you go in?
Seth: The great big one (C-17 Globemaster) and the Army virtual experience
Did you go into any of the hangers and what did you find?
Seth: I went into both hangers. I discovered Army vehicles and rifles.
Did you go up any of the platforms by the jets/planes?
Seth: No.
Did you talk to anyone at the static displays.
Seth: No, but I did listen to

other people talk to them. Which ones?
Seth: In the hanger where the rifles were and to a woman at the virtual Army experience
Did you pick up any free stuff which was available?
Seth: I got the National Guard book, a Thunderbirds handout and a Raptor sticker.
What did you think about the price of food?
Seth: Expensive
What did you eat today at the show?
Seth: I bought a Gyro, burger, and two lemonades

How were they?
Seth: The gyro was good, a little messy. The burger was good and the lemonade was so good I bought two.
Did Samuel and/or I hype up the show too much?
Seth: No I wasn't disappointed. I thought it would just be planes, but it was more like a fair with the food and ground displays.
Did you like the variety of things you saw today?
Seth: Yes.
Who is your favorite air show announcer? (This was a gimme. We met Rob for a picture after the show.)
Seth: Rob Reider. I shook his hand after the show.
Did you get any autographs today?
Seth: I thought about it, but it was too crowded.
Will you go to an air show again?
Seth: Yes.
Would you take someone with you?
Seth: Yes.
Since you have been to a show, do you feel comfortable enough to explain an air show to a first time visitor going with you?
Seth: Maybe an overview but not in detail.
What was the loudest thing you



heard today?
Seth: The Thunderbirds and the Raptor
Any other memories today?
Seth: I was caught by surprise while standing in line for food by the Navy jet (Super Hornet). It came right over top of the food tent. I was surprised by the in-

crease in the crowd size by the end of the day.
So you had a good time?
Seth: Yes.

Each month we write a tip to get better airshow photographs and ask you to send us your results. Last month, we gave some tips on nailing opposing pass shots. Here's what you sent us.



Jim Deveney

William Derrickson



Joe Osciak



Ryan Sundheimer



Sam Keaser



Carl Wilcox

Photo Tip Of The Month

Prop Blur



Article and Photos by Ryan Sundheimer

Blurry photos aren't always a bad thing. A blurred propeller can add a sense of action that is a must for top notch photos.

At its basic level, getting a blurred prop simply comes from using a slower shutter speed to capture the motion of a propeller spinning at high RPM. The trick is knowing what shutter speed to pick to get the best result. This requires a balance between the amount of blur you want and your physical ability to stay steady.

The commonly accepted prop blur speed is 1/250th of a second. This is your best starting point, and should be considered the

high end of the prop blur range for most uses. It will eliminate 'frozen props' but won't create any eye catching effect.

Once you have practiced at 1/250th and can get shots with a blurry prop but sharp plane, you should consider stepping the speed down one or two notches at a time. The slower the speed, the greater the blur picked up and the better the photo looks. However, even 1/250th is enough to pick up tiny wobbles as you hold the camera so be careful as you decrease it. A common practice is to shoot the first few passes or minutes of a routine with a high-

er shutter speed and then step down to a slower speed.

One way to reduce blur is to use a monopod or tripod. I have found that these get in the way more than anything, but others swear by them and you may find one of use.

Another blur reducer is a stabilization. For SLRs, stabilization is most commonly found in lenses but is starting to appear as a feature built directly into the camera body itself. These contain a motor that moves the lens or sensor to compensate for any subtle movements you make. Some brand names have their own names for



it, be it Image Stabilization (Canon), Vibration Reduction (Nikon), or Optical Stabilization (Sigma). There is no real consensus on the effectiveness of stabilization in aviation photography. Some rave about it while others can't tell the difference.

You can also reduce the effect of blur by using your camera's burst function. When you take the first picture, the mere act of

pressing the shutter button could cause some shaking and ruin the shot. If you hold the button down you are more likely to get a keeper.

As I alluded to, there are a couple exceptions to the 1/250th rule, even for beginners.

First is an aircraft running its engine while parked, especially if the engine is throttled up. This situation begs for a very slow

shot. You may even be able to kneel or crouch or lean on something to steady the camera.

The second exception is high powered aerobatic aircraft. These usually have very high speed propellers and as a result a speed faster than 1/250th can get decent blur. I often shoot 1/400th for aircraft like Extras and Pitts. This also helps because the fast movements make it very hard to capture a blurry prop without getting a blurry plane as well.

Rotor blur is the helicopter version of prop blur. It is worth mentioning separately because most rotors turn much slower than propellers. You will want to shoot at a slower speed, around 1/125th, to get even a little blur.

The holy grail of prop blur is a full circle. Many people will sacrifice a whole days worth of shooting in an attempt to get one or two. The best time for a full circle shot is at takeoff or while parked. You will want to use around 1/60th of a second to have a chance of capturing one.

As you take more shots and view the results, you will begin to notice trends that will help you plan your shots better and select the best speed.

Did you find this tip useful? Show us! Send any prop blur shots you get to RS@AirshowStuff.com so they can be featured in next month's issue!



Winner - Joe Osciak (13 points)

Third Place - Joe Osciak (6 points)



Second Place - Ricky Matthews (12 points)



Monthly **Photo Contest**

Congratulations to the winner of the May photo contest - Joe Osciak! This month just one point separated the top two photos, and fourth place was a tie! 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 (tie) - Christopher Roberts (3 points each)



The 2009 Canadian Aviation Expo



Photo by: Michael Rehbaum

By: Michael Rehbaum
Photos by Michael Rehbaum & Ryan Orshinsky

The 2009 Canadian Aviation Expo continued its tradition of bringing together the latest and greatest offering in Canadian aviation, only this year the event got a brand new home!

Since 2001 the Canadian Aviation Expo (CAE) has been held at the Oshawa airport, however this year the CAE chose the Canadian Warplane Heritage Museum (CWHM) in Hamilton Ontario to hold the event. The intention of the CAE is to make the CWHM the permanent location for the show. The CWHM boasts a hanger with more than 100,000 square

feet of usable space that can be easily re-arranged to accommodate a large event like the CAE. Additionally it is set up for flybys and has the tarmac space to accommodate fly ins. One additional benefit was that the Hamilton International Airport didn't charge landing fees. This encouraged a large number of pilots to fly in. Finally Hamilton's close location to other large airports such as Toronto's Pearson International airport made it an easy to attend event no matter where the attendee might be flying in from.

The partnering of the CAE and the CWHM had additional benefits as well. Pam Rickards, the Deputy Director of the



Photo by: Michael Rehbaum

CWHM stated that it was a "Win Win. They couldn't stay in Oshawa and we had the facility for it." Attendees had all of the benefits that the CAE usually offers, but they also got a chance to see the highly regarded static and flying aircraft collections of the CWHM. Throughout the day the CWHM took museum members up in donation flights. These flights were capped off with a fly past of the event itself. The media was allowed to do this on Friday and benefited from the generosity of the event in getting to experience the excitement of these flights for themselves. The large facilities of the CWHM insured that there was enough to see and do for anyone that attended. Food was offered from three different locations and there was a number of attractions to see both inside the cavernous hanger and outside on the tarmac.

Of course an event of the size and caliber of the CAE could not occur without the assistance of its sponsors. Breitling and Canadian Aviator were both prominently featured at the event. Breitling had a booth set up that featured its watches and banners made sure that attendees were aware of its sponsorship. Canadian aviator also had a booth and had samples of its magazine available for sale. Additional sponsors included the Canadian Owners and



Photo by: Michael Rehbaum



Photo by: Michael Rehbaum



Photo by: Michael Rehbaum



Photo by: Michael Rehbaum

Pilots Association, Cirrus Aircraft, Aviation World books and hobbies, and Cessna among others. All of these sponsors brought in a large number of their aircraft and products. Cirrus and Cessna both were especially prominent. Several aircraft from both manufacturers were on static display inside of the hanger. Cirrus flew in a SR-22, SR-20 and they had a mock up of their new Vision SF50. The SF50 truly stood out on the showroom floor and it attracted a lot of attention. Cessna was also especially well represented on the showroom floor. Cessna brought a T206H,

a Corvalis, and a very well appointed Grand Caravan. Diamond and Piper also contributed examples of their aircraft to the showroom floor.

Walking through the booths one could clearly get a feel for the variety of companies and organizations that participated in this event. The exhibitors ranged from the Canadian Owners and Pilots Association, Jet Aircraft museum and National Helicopters to Canadian Women in Aviation. There were enough exhibits to hold the attention of most anyone walking through the booths. The Ultralight Pilots Associa-

tion of Canada was particularly well represented. In addition to their booth they had a large number of ultralight pilots eager to answer questions concerning their sport. The Canadian Forces also had a booth with two recruiters ready to answer questions and look for Canadians who might be interested in serving their country. Another group that occupied a number of the booths were flight schools. Moncton Flight College and Waterloo Wellington Flight Centre were among the schools that had booths set up for perspective new pilots to investigate their services.

One booth that was particularly interesting was the one hosted by Fighterwerks Inc. The goal of Fighterwerks is to create full scale replica Spitfires. Their booth had a partially built fuselage of a full sized Spitfire. Unlike a real spitfire Fighterwerks replicas are powered by V-16 engine. This engine is actually two 427 cubic inch small block V8's coupled together. Although none of their kits are in the air yet, they did state that there were several kits that were getting closer to being completed. With a 360 mph max speed, this could be a very excited home built aircraft to fly.

No aviation expo would be complete without flying! And the 2009 CAE was no exception. Although not billed as an actual air show, the CAE did a good job of keeping something in the air for most of the day. The CWHM's collection made up most of the flights but the Canadian Forces also did a single fly by on Saturday with two of their CF-18's. One of the highlights of the CF-18's was that the lead pilot was none other than Lt. Dave McLeod. Lt. McLeod was one of the featured pilots in the Discovery Canada series "JetStream." The TV show highlighted a group of young Canadian aviators as they trained to fly the CF-18. It was quite a treat to get to see Lt. McLeod on the tarmac talking to his fellow Canadians.

The other highlight of the flying



Photo by: Michael Rehbaum



Photo by: Michael Rehbaum



Photo by: Michael Rehbaum



Photo by: Ryan Orshinsky



Photo by: Ryan Orshinsky



Photo by: Ryan Orshinsky

portion was getting to see one of the few flying MiG-15's take to the air. This particular MiG-15, a Mig-15UTI built in 1954, was flown in on Friday by Jeff Wilson and it took representative of the media up for a flight. The owners of the Mig-15UTI, Viper North, also had their L-29 on static display. On Saturday the MiG-15 took to the skies and made five flybys of the CWHM. The sound of the MiG-15 is quite distinctive and its gleaming silver body harkens back to a lost time in aviation history. One wouldn't see a modern military jet polished to such shiny perfection! I'm sure that the polished aluminium aircraft of the Korean War made finding your enemy quite a bit easier. One would think that modern pilots are happy with their harder to see dull grey aircraft.

The days flying ended with the two CF-18's doing their single fly by. Unfortunately they were in a loser formation. This made getting photographs of the formation a little bit more challenging. But from the young looks of the wingman, he hasn't been flying CF-18's for very long. Even with the loose formation it was great to see that even the Canadian Forces did their part to support the Canadian Aviation Expo.

The other attraction for the day were non-stop aircraft rides. Several Cessnas spent all day flying in and out of Hamilton International Airport taking paying customers for flights. Many parents were over heard asking their young children if they wanted to go flying. For many of these children it was very likely their

first introduction to civilian aviation. What a way to encourage children to get involved in aviation or awaken an interest in an aviation career. The CWHM also flew for most of the day. Their Harvard and Chipmunk made several flights on Saturday. The CWHM's Beech D18S Expeditor also took a group up. All of the CWHM's aircraft did flybys of the museum. Some attendees also choose to pay to take a flight in a Bell 206B owned and flown by National Helicopter. Through out the day the Bell would take off treating the riders to a trip around the Hamilton area and then return to pick up another group.

The 2009 CAE was a show that had something for everyone with an interest in aviation. From the booths and daily lectures to the static pieces of history and living breathing aircraft, the CAE had it all. With the move to the CWHM the CAE seems to have really found an ideal home that only serves to improve what has already been a top notch event. The lack of a more traditional type of air show doesn't distract from this event. In fact it might help keep the focus on the civilian aviation and all of the booths filled with valuable information. The flying that did occur made for a nice distraction and reminded people that the reason they were there was to see and learn about aviation and all types of aircraft.



Photo by: Michael Rehbaum



Photo by: Michael Rehbaum



Photo by: Michael Rehbaum



Photo by: Michael Rehbaum



Photo by: Michael Rehbaum



Photo by: Michael Rehbaum



Photo by: Michael Rehbaum



Photo by: Michael Rehbaum



Photo by: Michael Rehbaum



Photo by: Michael Rehbaum



Photo by: Michael Rehbaum

A First Flight!

My First Flight in a Warbird

Article and Photos by: Michael Rehbaum

For most of my life I have followed aviation. Taking pictures of aircraft runs in my family. My father was a career Naval photographer, so naturally I learned a lot about aircraft and photography growing up. I have carried this passion into adulthood. So when the Canadian Aviation Expo CAE was moved to Hamilton, I took an assignment to cover it. I figured that it would be like any other aviation assignment. Well I was wrong. A week before the event Steve Nichols of the CAE sent out an e-mail inviting members of the press to take a flight, on them, during the event. So after years of watching warbirds my chance to fly in one had arrived!

On the list of possible aircraft to fly in was a MiG-15BIS. I secretly dreamed that I would get to be the one lucky person to get to fly in that amazing piece of history.



But realistically I knew that my credentials just aren't deep enough yet to get a ride in a hot jet like that. Also on the list was the Citation Jet Mustang. A small, light but fast corporate jet. The benefit of that would be getting to tell all my warbird buddies that I got a ride in a Mustang. Wouldn't they be jealous? They wouldn't need to know it was a modern jet would

they? But of course I wouldn't be riding in a warbird. When I arrived Steve Nichols informed me that I was on the list to ride on the Mustang. Other than the Mig-15 the only other aircraft to carry media that day was going to be the Canadian Warplane Heritage Museum's (CWHM) Beech 18. At first I figured I'd just be happy that they were offering media a flight and not complain. But I had this nag-

ging feeling that I was flying in the wrong aircraft. So when I heard that there was one last seat on the Beech 18, I asked if I could have it.

The Beech 18 is far from a glamorous warbird. But there is a certain mystique about it. First of all the CWHM's Beech 18 was owned by the Royal Canadian Air Force. How do they know? It has a hatch above the pilots that was meant for Beech 18's (Military C-45) with floats. Those only went to Canada. Steve McIntosh, one of the pilots for our flight, beamed with pride as he shared that fact with us.

The walk out to the tarmac was very exciting for me. There's just something about walking right out to an aircraft that never gets old. But this particular walk was to a classic aircraft.

Once we were all in position Steve conducted the required safety portion of the flight. He told us where the three exits were and let us know what to do in an emergency.

With all of the passengers securely seated pilot Mike Skoczen and Steve McIntosh worked together to bring the two Pratt and Whitney Wasp Juniors to life. If you've never sat in a piston engine aircraft before you're truly missing out. There is just something magically about listening to the sounds those engines make. Hearing and seeing them roar to life is quite a thrill.

The one problem I had was that I had a lot of photographic gear with me. Now to be honest I'd trade the leg room of the Beech 18 with ANY modern airliner, but there just wasn't any place to put all of





my equipment. So I carefully placed it in front of me and hoped for the best.

The taxi out to the runway included the traditional engine run ups and other final checks. We then swung out onto the runway and began our take off. Despite strong winds that day our take off was smooth. It was obvious that we were in good hands with these two pilots.

Once we were safely in the air the pilots invited the two photographers and the one videographer up to the front to take pictures and video from the front of the aircraft. This really added to the adventure of the flight as I braced myself in the front opening. You'll never see that in a commercial airliner!

The highlight of the trip was the fly past of the Canadian Warplane Heritage Museum (CWHM). It was great to get to see this fantastic museum from one of their own fantastic aircraft. I've been fortunate to have visited the CWHM many times, but as I flew over it I couldn't help but think that this was the best trip yet.

Once we completed our flyby Mike and Steve set us up for our final approach and within minutes the ride was over as they brought us down for a smooth landing at Hamilton International Airport.

In talking with Steve I learned that he had started flying in 1996 and had flown the CWHM's Chipmunk in several air shows including Geneseo. He seemed



to truly enjoy flying the Beech 18. He and Mike were both incredibly willing to talk about their experiences. Not only were they good pilots, they were great representatives of the CWHM.

You can purchase a flight like mine from the CWHM. They offer flights in a large number of their aircraft. If you've never flown in a warbird before, I strongly suggest that you try it!

For more information on flights that the CWHM offers just visit- <http://www.warplane.com/pages/membership.html>. You can become a member and get a flight!



EAA Sun N' Fun 2009



Photo by: Mark Hrutkay

By: Mark Hrutkay

Sam Lyons has been coming to Sun n Fun for over 20 years. If Norman Rockwell was alive today, he'd be Sam. Sam paints classic airplanes and does it full time. He lives on an airport in Georgia, and paints in a studio overlooking a runway. He is a master of painting the Piper Cub. That yellow classic has

been the subject of over 40 of his paintings. There is a Cub parked in the hangar in his backyard. Sam's inspirations are the machines and people in classic aviation. Still every year he gets a jump start at Sun 'n Fun. "I've watched the show develop over the years into the great event it is today" says Sam as he sells another print of one of his paintings. This year, the hot print is an-

other Cub, this one focused on the early morning light that comes through an open hangar door shining on the nose.

Sun 'n Fun is the first real "fly-in" event of the year. It's so much more than a typical air show. Its part carnival, part trade show, part air show and camp out. To describe it here would be like trying to describe all the trees in a forest. Sun 'n

Fun is the "Oshkosh of the South", which isn't a fair comparison. While it is a smaller version of Oshkosh, the EAA fly in at Oshkosh is an event that is in a class by itself; Sun 'n Fun is also in a separate class. This year it was billed as a "Spring Break for Pilots" which is darn accurate. You will only be a stranger at Sun 'n Fun for a short time. As you walk through the show and talk

to people, you will meet new people that you will then see here year after year. The number of new friends you can make here in a few days may well astound you.

Parking is good and the walk from the lot isn't too bad. The Florida Air Museum is here on the field and is open as part of the event. Kermit Weeks has a hangar here (his main base is a few

miles away in Polk City along I-4) and some of his planes are out, like a rare P-63 King-Cobra. There is a lot here.

There are hangars and tents with vendors selling everything you can imagine in aviation. From parts of planes that even the vendors can't identify (one this year was a main landing gear leg for an F6F HellCat), to the latest in digital panels, it's all here. If you want a t-shirt



Photo by: Mark Hrutkay

or a \$50,000 avionics stack, or a corporate jet, they are here and available. Naturally there is plenty of food to go around. Vendors are here selling airplanes, complete certificated aircraft, from light sport to small corporate jets. One that stood out to me was American Legend Aircraft from Sulphur Springs Texas. They make a "new" version of the "Piper J-3 Cub" (trademarks excluded). The same airplane that Sam Lyons paints so often is produced in a slight upgrade but faithful to the original version. They had several on the field, all of which were eye catchers. Most were "factory" built, but for the do-it-yourselfer, they have a kit version. Their Cub looks like the original; it comes with a Continental Engine like the real thing. But you have 100 HP instead of only 65HP. Since the first "Super Cub" was only 90 HP, this Cub is still an improvement. Naturally, it is classed as a Light Sport (LSA), this was the one that really interested me. The price was about \$100,000 decently equipped which made it a whole lot cheaper

than the competition.

Kit built aircraft have changed a lot over the years. Some are better than others. When I look at some of them, I wonder what would possess someone to spend years of their life and piles of money to make "that". Some airplanes have some unusual features, are out of the mainstream and only appeal to the builder. Often the builder only figures that out when it comes time to sell it and realizes that there is no interest in his pride and joy. It either never sells or sells for less than the value of the materials and engine and the years of labor are lost.

I had never even heard of a Raven 500 before Sun 'n Fun. All I can say is this is the kit plane I want to build. Maybe in simple terms, it's a homebuilt, composite Comanche with a better wing. It has retractable tricycle gear, and low wing. This airplane looks nice, has lots of room for four, great performance and can actually carry a real load. The fuselage and wings are delivered in one piece (don't have to assemble the halves) and

it is supposed to only take 500 hours to complete. If it took 1000 hours, it would still be a great airplane. The kit comes from South Africa and there are about 15 flying with about 15 more under construction now. This appears to be a homebuilt that you can resell without major problems should you want to get rid of it. One could see keeping it long term. They did a good job on this homebuilt kit.

Aircraft judging is something that goes back to the early days of the EAA. Here is the beginning of the trophy season. There are so many airplanes and so many categories, that it really isn't even funny and it's hard to keep up with all of it. One plane that stands out is the white tailed P-40 of John Fallis. John spent many years rebuilding this airplane and it is really a great P-40. His first real public debut with it was at the big warbird show at Genesee New York last summer. The show was supposed to have five P-40s together. There were five P-40s on the field but unfortunately, Gremlins kept John's P-40 grounded for the show.



Photo by: Terry Wood Jr.



Photo by: Terry Wood Jr.



Photo by: Terry Wood Jr.

The flight home to Louisiana was a disaster when the gear didn't come down and the airplane ended up on its belly in a field. John is not one to quit and repaired the airplane and it was repaired and flew in for Sun 'n Fun. It is an awesome restoration, and won the coveted Grand Champion Warbird Award. Congratulations to John and his crew for their years of work and dedication.

Every award winning airplane at the show has some long story of sacrifices in its past and although there isn't room to list them here, everyone who won anything more earned their award.

Let's get to the air show. Sun 'n Fun had 35 different acts flying over a week. Everyone that flew at Sun 'n Fun did a great job. Everyday they put on an air show that would make any air show fan proud. Wayne Boggs was the Airboss who ran the show and as always, did a magnificent job. Thanks Wayne.

One can go to a lot of air shows and there will be a few acts that truly seem to stand out for some reason or another. A Twin Beech 18

isn't something one would think to see doing aerobatics! Matt Younkin's Beech 18 was reinforced by his famous dad Bobby Younkin. Matt is a 3rd generation air show pilot and puts on a smooth show that everyone remembers. When you look at the airplane, its simply beautiful; all red and black (and that's not red and black trim over a white base), it could easily be in the judg-

ing for a restoration award, but this is a real working airplane. After the slow roll on takeoff, it just gets better. Matt is an artist.

Less than 15 years ago, one of the top air show acts was the Eagles Aerobatic Team. Tom Poberezny, Charlie Hillard and Gene Soucy performed precision acrobatics in 3 Christen Eagle I biplanes, which replaced the Pitts Specials they start-

ed with in 1971. During their final show in Oshkosh in 1995 The Eagles had a signature opening to their show where they did a formation snap roll on takeoff as soon they broke ground. Those performances are a fond memory of what was the longest running team in history. They made somewhere over 1000 performances in 25 years. Over the years, they went their

own ways. Gene Soucy was here at Sun 'n Fun performing in the "ShowCat", which is a highly modified AgCat biplane. Tom Poberezny runs the EAA in Oshkosh, taking over for his father. Charlie Hillard lost his life in a tragic accident when a Hawker Sea Fury overturned during a landing rollout in April of 1996.

Over the past few years, the Iron Eagles have taken

the place of the Eagles Aerobatic Team. They fly two highly modified Christen Eagle biplanes and they are flown in the same tradition as the earlier Eagles. The normal Eagle is powered by a 200HP engine and the Iron Eagles have 320 HP up front. Bill Gordon was trained by the French Connection Aerobatic Team and flies lead. Billy Segalla, is following a family tradi-

tion. His father Stanley was the "Flying Farmer" at the old Rhinebeck Aerodrome in NY. He's been flying air shows since he was 16 years old. He started flying back in 1976. The Iron Eagles have been together since 1992. For the past 17 years they have delighted air show crowds. Maybe in their own way they are better due to the fact that you only need to try to keep track of two



Photo by: Mark Hrutkay



Photo by: Mark Hrutkay

planes at a time instead of three. Guys keep up the hard work.

John Mohr flies a PT-17. Reportedly the airplane is factory stock. There is still a 220HP Continental engine in it, not a 450HP P&W or something bigger. The airplane is blue and yellow and has WWII markings on it. A Super Stearman roars through acrobatics, it makes a lot of noise; but this one is far from being a Super Stearman. When John turns it up-



Photo by: Mark Hrutkay

side down, the engine quits since there isn't an inverted system. As it turn upright, fuel flows, the engine restarts and it runs again, sometimes backfiring out the exhaust. With 220HP, the show is lower and slower. Actually, John flies about as low as anyone can. He may well fly one of the lowest shows anywhere. With less horsepower, the flying seems to take more skill and precision; hence a skillful and precise exhibition.



Photo by: Mark Hrutkay

The show is very impressive and you can ask spectators who they really liked afterwards, and while few can say "John Mohr", a lot of them say "the guy in the Stearman". John put's on an amazing show.

Space is more a limiting factor here than anything else. The war-birds did a lot of passes, including the Commemorative Air Forces' B-24 and a pair of WildCats. There were many



Photo by: Mark Hrutkay



Photo by: Terry Wood Jr.



Photo by: Terry Wood Jr.



Photo by: Terry Wood Jr.

other performers, such as Julie Clark in her T-34, Gene Soucy in the ShowCat, and Patty Wagstaff. All contributed to making this the best first fly-in of the season.

The military put in their part. Lee Lauderback of Stallion 51 did the Heritage Flight in his TF-51D Crazy Horse 2 along with an F-16 from the Viper East Demonstration Team. A pair of A-10s flew in for the show. There were also three F-5s from the Navy's Aggressor Squadron in Key West Florida there for a day.

Finally we have the volunteers who really make Sun 'n Fun work. Ray Chamberlin is from Northeast Ohio and spends his winters in Florida. He retired from General Motors. Ray doesn't fly, he just likes planes. He contributes a lot of time helping set up the show and when the show starts, Ray doesn't even watch it. Ray drives a golf cart back and forth to the handicapped lot all day hauling disabled people in and out. People like Ray make the EAA what it is. Thanks Ray.

If you are thinking about snow and cold this coming winter, make your plans to spend some time in Florida April 13 to 18, 2010. You'll have a good time and quite possibly you will make some new friends.



Photo by: Mark Hrutkay



Photo by: Mark Hrutkay



Photo by: Terry Wood Jr.



Photo by: Mark Hrutkay



Photo by: Mark Hrutkay



Photo by: Mark Hrutkay

Reports from the Field

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Langley AFB, Hampton, VA

By: Ricky Matthews

Once a year Langley AFB, the home of Air Combat Command and the First Fighter Wing opens their doors to the public for an annual air show. The 2009 edition of Airpower over Hampton Roads was held April 24th -26th, 2009 and featured some of the top performers in the industry. Langley AFB is home to the 27th, 94th, and 71st fighter squadrons operating F-22s and F-15s respectively. Langley was home to the USAF's first operational F-22 Raptor Squadron and currently has 40 Raptors. The Langley show also capped off Air Force Week 2009 in Hampton Roads, VA.

The USAF Thunderbirds headlined the show flying their new block 52 Vipers. The Thunderbirds routine is changed up a little this year, with the addition of a diamond loop on takeoff and new solo crosses. The Langley based F-22 Raptor Demo Team left crowds awestruck each day. Major Dave "Zeke" Stalicky threw the jet around performing maneu-



Photo by: Joe Osciak



Photo by: Joe Osciak

vers such as the power loop, tailslide, and 360 degree flat spin.

Other performers included John Mohr in his stock Stearman, Herb and Ditto punching through smoke rings formed from wingtip smoke, Bill Leff in his T-6, Sean Carroll in his Yak 9, Art Nalls in the world's only civilian owned Harrier, Kyle Franklin and Matt Younkin, the Sons of Legends, and the Vintage T-33 Thunderbird. Sunday included a pho-

to op with the T-33 TB and the USAF's Thunderbirds F-16s not in the air but on the ground. The USAF's newest heavy lifter, the C-17 Globemaster III performed a demo each day as did an F-4 Phantom. The Heritage flight consisted of an F-4, F-15, F-22, and a P-51 Mustang (Sunday Only).

Sunday marked a bitter-sweet day for the F-15 West Coast Demo Team as it was their last ever public demonstration after 26 years. Capt.

Sam "Nuke" Joplin flew his eagle through the skies of Hampton Roads one last time performing maneuvers such as half Cubans, rapid rolls, 4 point rolls, and a vertical climb. After Nuke landed on Sunday he passed underneath the two traditional fire trucks and took a bow to the crowd. After disembarking from his jet at his parking spot, his crew proceeded to spray him down one more time.



Photo by: Ricky Matthews



Photo by: Steven King



Photo by: Steven King



Photo by: Steven King



Photo by: Ricky Matthews



Photo by: Steven King



Photo by: Steven King



Photo by: Ricky Matthews



Photo by: Steven King



Photo by: Ricky Matthews



Photo by: Steven King



Photo by: Steven King



Photo by: Joe Osciak



Photo by: Ricky Matthews

Branson Air Show, Branson, MO



Photo by: Aaron Haase



Photo by: Ryan Sundheimer



Photo by: Ryan Sundheimer



Photo by: Aaron Haase



Photo by: Ryan Sundheimer



Photo by: Aaron Haase



Photo by: Ryan Sundheimer



Photo by: Ryan Sundheimer



Photo by: Aaron Haase

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General Aviation Day, Everett, WA

Article & Photos by Anthony Richards

The residents of the Snohomish County Regional Airport/Paine Field were once again treated to the roar of piston-engines still echoing the rhythmic and enchanting howls of times long ago as the Paine Field Chapter of the Washington Pilots Association hosted their 14th annual General Aviation Day outside Paul Allen's Flying Heritage Collection (FHC).

A thrilling diversion from the ordinary scream & thunder of commercial traffic and Boeing's freshly-assembled airliners, this year's General Aviation Day was a testament to the power and size an air show can achieve with local and region-wide involvement as pilots and organizers alike filled the tarmac outside the FHC's museum doors. The familiar BBQ & grill aroma mixed with the inspirational smell of aviation fuel completed air show experience. What made this show much more than an average fly-in



was experienced on the first flight of the day.

After the national anthem was played and the Civil Air Patrol color guard returned to their post, a narrow corridor was cleared through the masses of people and planes to make way for the stars of the program. At the very end of this taxiway, three familiar props began to turn and the growling start of their Rolls-Royce Merlin engines put a smile on the face of everyone there. The trio of P-51s were made up of two D-model Mustangs named "Hell Er-Bust" and "Upupa Epps" (belonging to the FHC) while John Sessions C-model named "Impatient Virgin?" completed the collection. Yet another prop made a rotation alongside its neighbor both at the show and on display at the FHC. The P-47D "Tallahassee Lassie" fired up its enormous P&W R-2800 twin-row radial engine in a mighty thunder.

Making their way individually through the crowd-lined taxiway, each aircraft received its own recognition from admirer and photographer as they all rolled down the line with blades spinning beautifully in the sun. Once the last bird had made its way out of sight a steady flood of people poured onto the runway viewing area, blocking any chance for even the slightest-bit late viewer from getting a clear





view of the runway. Men & women of all ages donned their sunglasses, lifted their children on their shoulders, and steadied their cameras as the warbirds taxied by in a uniform single-file line. Once again they went past the adoring crowd, and in a similar fashion cranked up the throttle and barreled down Paine Field and into the azure sky. Forming up over Everett, out of sight behind a large hanger, they all came flying from the North to the right of the crowd in a brilliant four-ship fly by. Performing another pass from the left, the aircraft separated into pairs and broke off for two-ship passes and individual runs on the airport. First up were the FHC's Mustang & Thunderbolt in what could possibly be one of the most beautiful sights to behold. Camera shutters closing as fast as gunfire, each pass was better than

the last as they roared faster and lower each time.

When the pair was done with their flight they fell into the pattern for landing. Just then an unexpected visitor made its way past and flew over the crowd and into the skies over Everett; a fresh off the assembly line Boeing 747-400 took off on its maiden flight. Due to the proximity of the spectator line to the taxiway, it was a rare, treat to be so close to the mighty wings of the 747. One could even feel the warm breeze of its engines blowing from behind as it taxied for takeoff. The 747 did prove to be an excellent distraction as the second pair of warbirds continued to do their flying display, dipping in and out from behind the Boeing behemoth.

Once the Mustangs & Thunderbolt had landed, they then again taxied in front of the crowds before

heading back to static display area with the rest of the visiting aircraft. For the rest of the day, events such as free rides over Snohomish County were offered by local Young Eagles instructors and various civil demonstrators continued to fill the event with the sweet roars & screams of piston engines. All in all, the show attracted just over 2000 spectators and was a perfect example of how the Northwest air show season should be started off; with new aircraft making debuts and individual involvement emphasizing the importance of participation from the community itself. Thanks to the hundreds that made the show possible, many aviation enthusiasts and sky-watchers alike were able to kick-start the season and enjoy the beautiful break in weather for a perfect weekend.



Planes of Fame Air Show, Chino, Ca



Photo by: Mark Hrutkay

By: Michael Rehbaum

There are certain air shows that any air show fan will likely mention. Duxford in England, Oshkosh in Wisconsin, Wanaka in New Zealand, The Paris Air Show, and Geneseo in New York are

all shows one would expect to hear mentioned in a conversation about must see air shows. But one that probably gets mentioned as much, if not more, is the Planes of Fame air show at Chino, California. This show is often referred to simply

as Chino. The 2009 show promised to deliver on the constant promise of quality demonstrations and aircraft that you simply will not see fly any place but Chino.

The theme for the 2009 Planes of Fame air show was "A tribute to

Grumman." With Planes of Fame owning quite a few rare flyable Grumman aircraft on their own they could almost have done this tribute without any other airplanes showing up. But they did show up, and in quantities of certain aircraft types

that probably haven't been seen together since those types dominated the skies.

The show began in the morning with a static display of all of the aircraft. A rope line was set up to allow fans to get close up to the aircraft.

It also allowed photographers a chance to capture pictures without having ground crew members in the shot. Once the flying began the rope lines were withdrawn and everything was prepared for the days flying.

The days flying start-



Photo by: Mark Hrutkay



Photo by: Michael Rehbaum



Photo by: Michael Rehbaum

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ed out with the Silver Wing Walker. They put on a shorter show than usual due to a later start for the flying. Immediately after the Silver Wing Walkers came one of the spectacles that the 2009 Chino show is likely to be remembered for. Five F8F Bearcats took to the sky. The F8F was the last iteration of the front line naval fighter that Grumman made for World War II. Although it arrived too late to serve its intended purpose, it did get the distinctions of being the last piston engine fighter for the US Navy, and the second aircraft flown by the Navy's Blue Angel's demonstration team. And here in the skies over Chino California were five of them flying in formation together. It was easy to be swept back sixty years to the late 1940's.

Following the Bearcats Steve Hinton did his aerobatics demonstration in a F7F Tigercat. Produced



Photo by: Mark Hrutkay



Photo by: Mark Hrutkay



Photo by: Mark Hrutkay



Photo by: Christopher Roberts



Photo by: Christopher Roberts

around the same time as the F8F, the F7F was the first twin engine navy fighter. Used primarily by the US Marine Corp it is quite a fighter. Steve Hinton really put this aircraft through its paces.

Another stand out from the 2009 show wasn't an aircraft at all, it was a pulse jet engine. The most notable use of this type of engine was by the Germans in World War II. They used a pulse jet engine on their V1 "Buzz Bombs." These early guided missiles really wreaked havoc over the skies of England. The sound of this engine is something truly unique. If one has not heard a pulse jet before, it will certainly get your attention.

Following the intermission the crowd was treated to a mock dog fight between a Mig-15 and an F-86. The two aircraft took turns swooping and turning as they followed one another through the sky. The smoky engine of the F-86

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Photo by: Michael Rehbaum



Photo by: Michael Rehbaum



Photo by: Mark Hrutkay



Photo by: Mark Hrutkay

made it easy to follow them through the sky.

Another highlight of the show was The Horsemen. The three pilots that make up the horsemen, Jim Beasley, Dan Friedkin, and Ed Shipley, are known for their demonstrations in P-51. For this

show they did their show in Bearcats. Their ballet like rolls and formation flying really showed off what the Bearcat can do. One was easily whisked away to the early days of the Blue Angels. Only this is May 2009, not August 1946.

Brian Sanders treated the crowd to a aerobatics demonstration in a Hawker Sea Fury. One thing that made this unique was the wing tip smoke machines that are installed on this Sea Fury. They produce smoke that lingers in the air and shows what's hap-



Photo by: Mark Hrutkay



Photo by: Mark Hrutkay

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pen to the air as the aircraft flies through it. The patterns created by the smoke were almost as beautiful as Brian's flying.

This show will also be remembered for is the flight of all of the Grumman aircraft at one time. This flight was hard to capture effectively with a camera simply because of the large number of aircraft that were in the sky at the same time! The final airpower flight also was hard to photograph because there were 36 aircraft in the sky flying in formation. It was truly a sight to behold.

The 2009 Planes of Fame air show certainly didn't disappoint. One can only hope that next year is even better.



Photo by: Michael Rehbaum



Photo by: Michael Rehbaum



Photo by: Michael Rehbaum



Photo by: Michael Rehbaum



Photo by: Michael Rehbaum

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AU Vet Day



Photos by: Carl Wilcox



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Defenders of Liberty Airshow Barksdale AFB, LA



Photos by: Andy Nixon



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Central Texas Air Show, Temple, TX



Photo by: Wesley Perkins



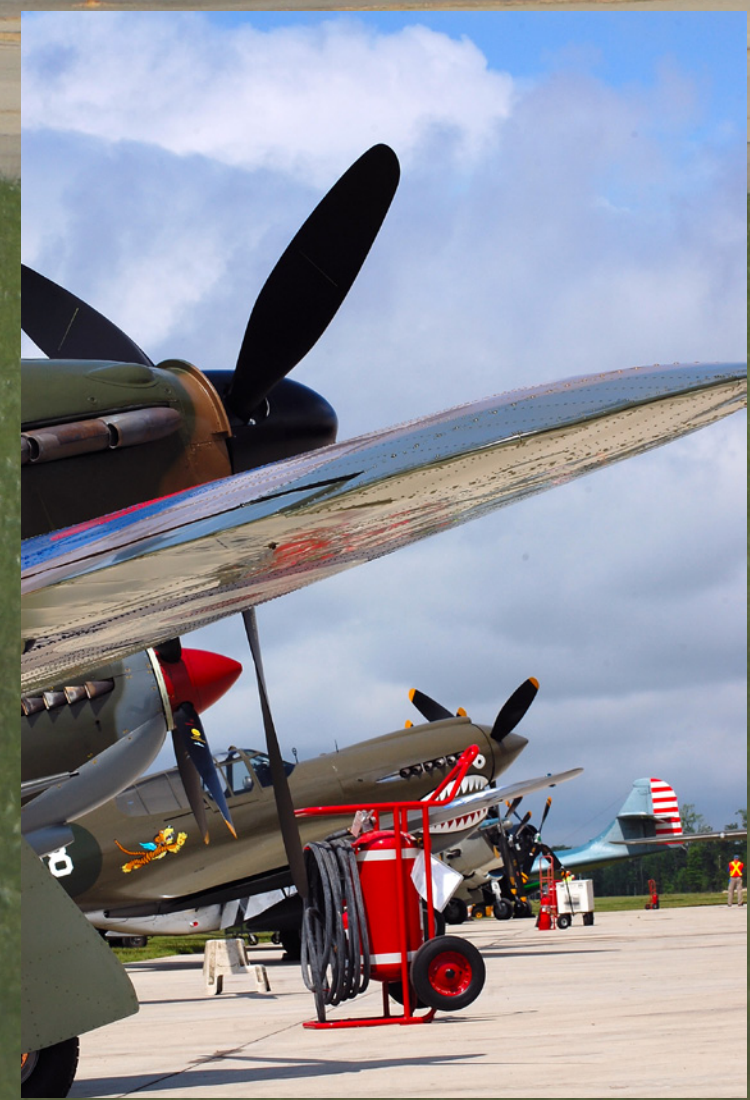
Photo by: Wesley Perkins

Warbirds Over the Beach, VA. Beach, VA



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Warbirds Over the Beach, VA. Beach, VA



Photos by:
Ricky Matthews

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Red Bull Air Race, San Diego, CA



Photos by: Christopher Roberts

Reports from the Field

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Robins AFB Air Show, Warner Robins, GA



Photos by: Carl Wilcox



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Andrews AFB Joint Services Open House, Andrews AFB, MD



Photo by: Steven King



Photo by: Joe Osciak



Photo by: Joe Osciak



Photo by: Joe Osciak



Photo by: Joe Osciak



Photo by: William Derrickson



Photo by: William Derrickson



Photo by: Steven King



Photo by: Steven King



Photo by: Steven King



Photo by: Jim Deveney



Photo by: Jim Deveney



Photo by: Jim Deveney



Photo by: Jim Deveney