

# AirshowStuff

Magazine



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November-December 2010

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November-December 2010

## Cover Photo

Greg Poe shows off his ethanol powered MX2 in the skies over Texas at the Fort Worth Alliance Airshow. Photo by Andy Nixon. For more, see page 84.

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## Monthly Photo Contest

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

### Photo Contest Rules

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

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





## See yourself here!

If you are an airshow enthusiast, we want your help! Everything you see in this magazine is created and submitted by people like you. All it takes is a simple e-mail each month with photos or articles you would like to submit. We may even be able to help you get a media pass if you cover a show for us! If you would like to join our team, please drop us an e-mail at [RS@AirshowStuff.com](mailto:RS@AirshowStuff.com) We'd love to have you!

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## Thanks to those who contributed to this issue!

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# AIR FORCE WEEK: Central Florida 2010

Article and Photos  
by Melanie D. Lee

Set on the shores of the Florida Space Coast, the Central Florida Air Force Week event featured a week full of activities across the region. It is similar to the all out effort at public awareness and community involvement that has made the Navy's Fleet Week series a success for many years. Conceived by the 18th Chief of Staff of the United States Air Force, retired General Teed Michael Moseley, the very first event was held in 2006 in St. Louis, MO. The series of yearly events continue on with the objective of bringing together an amazing mix of incredible people, unique platforms, and premier recruiting assets to provide a bigger picture of the Air Force mission and way of life.

This year's event was set as a prelude to the Cocoa Beach Airshow, although it can be considered as an event all its own. This was only the second such week across the country in 2010, sharing the distinction with its much larger New York City counterpart. Performances included showcasing the Air Force Reserve's 920th Rescue Wing, AF Academy's Wings Of Blue parachute demonstration team, the Honor Guard Drill Team, and various AF Bands including Max Impact, Airmen Of Note, and Tops In Blue. Most

shows were located around the local seaside city, with some being held in Orlando area theme parks and sporting events that were up to two hours away.

F-16's from Homestead AFB's "Makos" were in the air, along with Air Combat Command's Strike Eagle demo team, providing flybys over the Cocoa Beach Pier's open display area on Wednesday, and over Kennedy Space Center's Air Force Day on Thursday. Air Force Week Central Florida also featured the Thunderbirds arrival from Nellis on Tuesday, with flybys of Disney's Magic Kingdom, aerial surveys of the airshow box, and a Thursday practice session with a seven ship formation.





# Stealth Bomber Pilot

While flying a stealth bomber may be some kids wildest dreams, it's just another day in the life of B-2 pilot Captain Allen "NIKON" Clark. Capt. Clark has wanted to fly for as long as he can remember. Experiencing flight for the first time in a Cessna when he was in 8th grade, he knew that there was no looking back. Selecting which college to attend wasn't a tough choice when Allen discovered the aviation program at Central Missouri State University, now University of Central Missouri.

Capt. Clark actually had no intentions to join the Air Force, but the morning of September 11th, 2001 changed all of that. "When I saw the towers fall, I knew that I had to do something," he said. Allen graduated from the University of Central Missouri in December of 2002 and joined the Air Force in 2004. During undergraduate pilot training at Laughlin AFB in Del Rio, TX, he was selected to fly the B-2. After that, he went to Randolph AFB in San Antonio, TX to become a T-38 instructor pilot and then moved to Whiteman AFB. His T-38 instructor gig went on until a little over two years ago when he transitioned to the B-2.

The length of the training process to be qualified to fly the B-2 varies. First there is a six-month program to learn to fly it. Upon completion of the initial qualification training, pilots proceed to mission qualification training in



UCM Photo Services



Chad Grosvenor

the Bomb Squadron. When all is said and done, it's about a nine-month process to be fully combat mission ready (CMR) in the B-2. After completing all of the training, it's time to strap into the Bravo Deuce for the first flight. When asked what surprised him the most on his first flight, Allen responded, "To be honest, it was how easy it was to fly. It doesn't fly like a large jet. It's actually pretty nimble, and quite easy to land. I was awe struck when I got to sit there for a minute and just

take it all in." Believe it or not, the transition from T-38 to B-2 isn't that difficult as far as the flying goes. "However, the complexity of the aircraft was the difficult part of it. The T-38 is more difficult to fly. Like I said, the B-2 is relatively easy to fly, but tough to employ. Running the radar, managing the weapons and systems, is a tough task," Capt. Clark said. This goes along with his least favorite thing about the B-2, the fact that it's a very systems intensive plane. He

says that it is very complicated to really be a master of everything on the jet. In addition, with only two people in the jet, both pilots are very busy. On the other hand, his favorite thing about it is that it's unlike anything else out there. "It is awesome to look at. Awesome to fly. The aircraft is the weapon of choice when it's time to bring the fight to the enemy. We go in on night one, kick the door down, and clear the way for everyone else. We take down the command and control structure as well as the air defenses," he said.

Something that might surprise people about the B-2 is that, "While it's very advanced, it's still an 'old' plane. Remember, we're flying a plane that was designed in the late 70s and early 80s. The computers aren't top of the line, blazing fast things that basically think for us," Allen said. In the two years that he's flown the B-2; his longest flight has been 20 hours up to Alaska to drop some bombs in the Yukon Bombing Range with a close second being a 19.6 hour hop to Anderson AFB in Guam.

As previously mentioned, Capt. Clark had no intentions of joining the Air Force; however, he never ruled it out because his father was in the Air Force for 30 years ending his career as a Command Chief Master Sergeant at Minot AFB in North Dakota.

Some of you may be wondering about the callsign, NIKON. It has a couple of meanings, the first one being an acronym for No Intimate Knowledge of Nukes, but that was before he was com-



Chad Grosvenor

bat mission ready. In order to be CMR you have to do some flight training, as well as a conventional certification briefing and a nuclear certification briefing. The other reason behind the callsign is pretty ironic because Allen enjoys photography, but uses Canon cameras.



UCM Photo Services

Capt. Clark is sitting somewhere around 1300 hours in aircraft such as the T-6A Texan II, T-38A, T-38C, and the civilian aircraft he flew at the University of Central Missouri. He has already flown most of Whiteman's 19 B-2's. When asked if he had the opportunity to fly any aircraft in the world, past, present, or fu-

ture, he responded with the P-51, the SR-71 and the F-22. "The P-51 because they were the premier aircraft of their time. They are fast, sleek, beautiful and lethal. The SR-71 because it was so advanced for its time," he said. The only things that Allen thinks can top flying the B-2 is either going to space, or flying whatever the Air Force's next advanced bomber might be. "In my lifetime though, I really don't think that I'll ever fly anything that can top the B-2," Capt. Clark said.

Looking towards the future, he hopes to do a full career in the Air Force. "It's a great career, great way of life, and I can give back to this great country and serve in defense of her freedom," Allen said. He has a few ideas of what he would like to do when he gets out of the Air Force. Capt. Clark thinks flying for an airline or corporate aviation probably wouldn't be a bad gig. He also hopes to continue his photography and do something with that.

Captain Allen Clark is a hero to be sure, but he is just one of the many great people serving in our United States Air Force.



# Yankee Air Museum: From the Ashes

Article by Ryan Sundheimer

Yankee Air Museum

In one night, 60 years of history vanished. The Yankee Air Museum's hangar, along with thousands of priceless and irreplaceable artifacts went up in smoke as a massive fire leveled the site. This year, however, YAM is rising from the ashes in a big way.

As smoke began to fill the rafters on the night of October 9th, 2004, volunteers worked frantically to save what they could. Even as smoke began to fill the rafters, they pushed the crown jewels of the museum out of the hangar to safety. The B-17 "Yankee Lady", B-25 "Yankee Warrior", and C-47 "Yankee Doodle Dandy" were safe. Little else could be done, however. As night fell, the

fire consumed the entire hangar, itself an historical landmark as original US Army Air Force structure, along with everything inside.

Even without a home, the museum lived on. The museum's outdoor airpark had also survived

untouched. The flyable aircraft were housed at a county-owned hangar across the field from their former home. The aircraft continued to give rides to customers and to perform at airshows in the region.



Dwight Koslowski/Yankee Air Museum

The museum even continued to organize its own highly regarded Thunder Over Michigan airshow each summer. The airshow started to see large scale corporate support, and quickly expanded. It became one of the best warbird shows in the world, regularly covered in this magazine and many others. In 2007, the Blue Angels appeared at TOM and pulled in a record crowd. The success of TOM in that and other years led it to become a huge fundraiser for the museum's rebuilding efforts. At long last, they announced a special grand reopening to be held on 10/10/10, six years and one day after the devastating fire. The free event was certainly not the same size as TOM, but many hundreds of people came out to tour the museum's new building on a beautiful fall afternoon.

The building is a simple structure, erected not half a mile from the site of the hangar. For the open house, they towed over several aircraft from the airpark. A pair of TBM Avengers flew in to be on display. Several helicopters landed in the adjacent field and one helicopter company even offered rides throughout the day. Some of the WWII reenactors who put on a mock battle at TOM every year brought their equipment as well, including a Hetzer tank destroyer and a US Half-track.

The inside of the building was packed with people all day long. It features several cockpit mock-ups, a flight simulator booth, and displays about Willow Run's rich



Ryan Sundheimer



Ryan Sundheimer



Ryan Sundheimer



Ryan Sundheimer

It was a wonderful way to close the day, and to launch a new era for the Yankee Air Museum. However, the work continues. The new building is only a part of the envisioned plan for a museum to rival any other in the world. This plan includes over a dozen structures including research and education facilities, a new flight operations hangar, and even a hotel and conference center. This will require a lot of hard work and contributions, but the great folks at the Yankee Air Museum can do it. Rising from the ashes, indeed.



Ryan Sundheimer

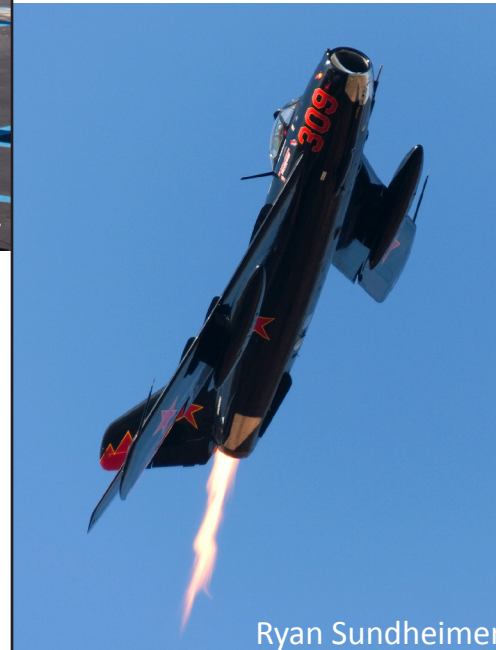
history as a B-24 Liberator factory. Many of the kids enjoyed the gun turret displays, which are powered and swivel on command. At one end of the building was several fenced off areas of aircraft parts. Sections of a B-24 fuselage sat alongside a WWI era biplane under construction.

At each hour, one special

event was scheduled for each hour of the open house. At noon, several of the Misty Blues all-woman skydiving team brought in the American flag. At one, Will Ward lit up the afterburner on his MiG-17 for several passes overhead. At two, there was a small WWII reenactment. At three, the Scream'n Rebels, a local T-6

and BT-13 formation team, made several passes over the museum. Will Ward returned at four to make some more afterburner runs. Those who stayed late got a special treat - the Avengers formed up and made some low and tight formation passes right over the museum before heading home.

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Ryan Sundheimer



Ryan Sundheimer



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# Fat Albert Airlines Part 2



Article by Andy Nixon

I was recently given the chance to fly on the Blue Angel's beloved C-130, Fat Albert, at the Fort Worth Alliance Airshow. The crew seemed quiet as they rounded us up for the brief, after a half an hour of walking around the aircraft. I'm not sure if this feeling was normal, or due to that fact that Brandon Thetford and I were the only media members on the flight. There was also the presence of six U.S. Army Golden Knights, most whom had flown on Fat Albert in the past.

As soon as Maj. Brendan Burks started the brief, it was all business from there on out. Once the introductions and crew brief were over, GySgt Ben Chapman assigned us our seats. I was lucky enough to get a seat on the flight deck while Brandon sat in the back filming out of a porthole. Once we were seated and strapped in, the crew began the start up of sequence. For any airshow fan who loves the way the Fat Albert pilots talk over the speakers this is a dream come true. The dialogue is exactly the same as they whip through

engine starts with Capt. Jorge calling IIIIGGGGGGGGGGNITION!! as each one of the C-130s four Allison engines come to life.

Once all engines were up and running, we were given permission to taxi 10 feet forward to test the brakes. Upon the completion of this we were then allowed to taxi up toward the crowd, as Bert was parked at the far south end of the field. Before taxing out on the runway we had to wait for the Horsemen to taxi back in and shut down. Once we taxied out onto the runway and headed for the north end of the field, the pilots began discussing touchdown points and stopping points so they would not end up behind the teams F-18s. We quickly got turned around at the north end and waited for the narration to begin.

The back and forth between the pilots and MO went by quickly, and next thing I hear is Semper Fi Fellas! Power On! and things got loud. Within what felt like a second, I hear Maj Burks calling BERRRRTTTTTTTTSSSS Rollin!



Brandon Thetford

After quickly accelerating the plane to 120 knots, we lifted off the ground to an altitude of five feet. When you are sitting that far back in the cockpit, you barely notice the change other than the ride getting smoother. At approximately 150 knots we pulled up to a 45 degree angle and rocketed away from the ground. As the speed comes back down Capt Jorge calls it out. At 110 knots he calls "Push over, push over, push over". This is the time where the crew experiences negative/zero G forces. In this case it was -.5 Gs.

For anyone who hasn't experienced negative G, it can be quite intense. You go flying upward and your lap belt becomes pressed against your legs. The flight engineer and navigator put on a show by floating up to the ceiling in some odd position of their choosing.

After extending away and accelerating, we began to maneuver, a 60 degree bank to the right, then back to the left with a 2.5 G pull. We rolled back to the right past the crowd for the parade pass. It was an amazing feeling



Brandon Thetford

see the six blue and gold jets go flashing by.

After a ten degree pull up and a two mile extension, we began rolling back in and accelerating for the flat pass. Whizzing by the crowd at 50 ft and 370 knots was pretty sweet too. Rolling away from the crowd we began another 2.5G turn. By this point the G's begin to wear on you if you are not someone who pulls G's very often.

After passing over the crowd, Maj. Burks maneuvered Fat Albert for landing. He climbs to 1,000 feet, slows the plane to 95kts, and pushes over to a downward angle of 25 degrees. As the C-130 descends its speed increases to 125 knots. The touchdown is basically a controlled crashed, and as soon as the wheels hit the ground the crew slams on the brakes and thrust reversers. My flight happened to have one of the shortest landings of the year. Upon contact I was thrown forward against my lap belt coming completely out of my seat. The cabin then began to fill with smoke and the smell of burning rubber as we back up to finish the demo.

After taxiing back and shutting down, we off loaded and took pictures with the crew. We were able to watch the Blue Angels then takeoff from the end of the runway and had #5 come popping up right over Bert after takeoff. Then we headed back to the crowd line to end our awesome ride. Special thanks to Jen Blake and the US Navy Blue Angels for hooking us up with the awesome ride!

Go along for the ride! Check out [www.AirshowStuff.com/ridealong.htm](http://www.AirshowStuff.com/ridealong.htm) to watch ASM contributor Brandon Thetford's videos of the flight, including the briefing, startup, taxi, and the entire demonstration as seen from both the cockpit and cargo hold! Also check out page 58 for more Fat Albert coverage!



Brandon Thetford

Andy Nixon



Brandon Thetford

# THE HEAVY METAL JET TEAM



Article and Photos  
by Mike Lynaugh

This past summer I arranged to go down to NASA to cover the launch of Space Shuttle Discovery (STS-133) which was scheduled for November 1st. During my planning I learned that the Cocoa Beach Air Show would be going on the weekend before the launch, so I decided to head down to Florida a little early and take in the air show as well.

Saturday evening following the air show I attended the after-show party at Fishlips Waterfront Bar & Grill in Port Canaveral and hung out with Jerry "Jive" Kerby and Lunar Sawyer. During the night they asked me if I would be able to come by the TICO airport Sunday following the air show to photograph some new jets that

they had for a new demonstration team they were arranging for the 2011 season. I had received word earlier in the day that Monday's scheduled launch had been delayed and the events I was supposed to attend at NASA on Sunday were now postponed as well, so I gladly accepted their offer.

On Sunday I arrived at the TICO airport a little early and enjoyed the very impressive Valiant Air Command Warbird Museum which is located there. A little while later as I was talking with Lunar we heard the roar of their jets as "Jive" and Dale "Snort" Snodgrass came in for a landing and taxied over to us.

As I walked over to greet them, "Jive" approached me to

explain what we were planning on doing that night. As we were talking, he asked me "would you like to go flying?" He explained to me that Jared Isaacman was putting a new all jet demonstration team together for the 2011 air show season and it would include four L-39 Albatros jets and one T-33 Shooting Star. He will be flying lead in the four ship flight of L-39's and "Snort" will be a featured solo performer in the T-33. "Jive" said that three of the L-39s and the T-33 were currently in route to our location and when they came in they would like for us to go up and take some sunset photos of the aircraft in formation. I was stunned and very flattered that he would ask me to

take some air to air action photos of them.

As it would turn out the incoming aircraft were delayed slightly, which caused us to miss the window of opportunity for the sunset flight. "Jive" and "Snort" asked me if I would be able to come back on Monday morning and that we would be able to go flying and take some formation photos of the new Heavy Metal Jet Team out over Cocoa Beach.

Monday morning I again arrived early so I could walk around the museum and when I got there I was told that Rich Kolasa had already arrived and was walking around. I went out to find Rich and we talked about the amazing opportunity we had been given and what we would be doing shortly. As everyone else arrived, we gathered inside the museum and sat down for a pre-flight brief to set up exactly what was going to be happening during the flight.

When the pre-flight brief was complete we all walked out towards the aircraft and Rich and I were told which pilots we would be flying with. We then went over to our aircraft for the safety brief. I climbed up into the back seat and learned how to properly strap myself in, work the radio, canopy, and if need be, how to safely get out of the aircraft and work my parachute.

It was then time to go flying. I strapped myself into the back of the L-39 and after a few minutes we were rolling down the runway with the other three jets. It had been decided during the



pre-flight that "Jive" would lead a formation take off with the three L-39's. "Snort" would follow behind us in the T-33 and watch our formation as we headed towards the beach. When he caught up to us he would then take lead.

Being in the back of the jet

was a feeling unlike any I had ever felt and I quickly decided to take some of the advice that Rich had given me before we left. He told me, "if you begin to feel queasy, stop looking through the camera, put it down and just look forward and your stomach will settle back



down.” It was hard for me to stop photographing the formation, but as soon as I did what he had advised me of, my stomach settled right down and I felt great for the remainder of the flight.

It was my job to take detail photographs of the single aircraft and get formation shots from my view in the left wing position. As we rolled and looped over Cocoa Beach it gave me an absolutely beautiful view as the Arctic White camouflage contrasted with the gorgeous blue skies and water.

One aspect that surprised me was the almost constant g-forces that were pressing me down into my seat and making it a bit challenging to keep the jets in my viewfinder at times. At one point during the flight, I was looking to my right and was watching as all four aircraft seemed to move as a single unit. I then happened to look up and notice Cocoa Beach above me and I thought, “we’re upside down.” I had been inverted in an aircraft before, however, I always knew when we were upside down. I was surprised that even when we were inverted I was still being pressed into my seat by the positive g-forces.

At one point during the flight, I am not sure what maneuver we were doing, but we started pulling very heavy g-forces for what felt like 30 seconds or so. I struggled to hold the camera up to my face and I realized I was not going to be able to get any good images during this. I just put my camera in my lap and held on, leaned back, and enjoyed the ride.

## A FIRST LOOK AT HEAVY METAL

*Article and Photos  
by Melanie D. Lee*

On Thursday, November 5th, the airshow world was pleasantly surprised by the announcement of a brand new demonstration team, to be sponsored by United Bank Card, inc., named the Heavy Metal Jet Team. On November 1st, with Space Shuttle Discovery’s launch delayed and needing something to do, I traveled to the Valiant Air Command’s Warbird Museum at Titusville Executive Airport and had a chance encounter with these rock stars of the air. Lieutenant Colonel Jerry “Jive” Kirby, pilot for the Collings Foundation F-4 Phantom II and Team MS760, will lead three other Aero Vodochody L-39s in the formation portion of the team. With maneuvers that will rival even the Air Force Thunderbirds, this new powerhouse of entertainment can only be outdone by its soloist, the legendary Captain Dale “Snot” Snodgrass, at the reigns of a T-33 Shooting Star. Best of all, all five aircraft will be painted in beautiful arctic camouflage. Look for more coverage of the Heavy Metal Jet Team during their inaugural season in 2011!



After roughly an hour we headed back towards TICO and performed two low formation fly-overs of the museum. On our third pass we performed a pop-up break maneuver which broke up our formation and permitted us to come in to land one by one. Once we were on the ground we taxied back to the tarmac and shut the jets down.

Once everyone was safely shut down we exited our aircraft and headed back into the museum for the post-flight debrief where the pilots discussed what they saw and experienced during the flight. Then they looked at our photographs to see the images we recorded for them.

It was an amazing experience and I am honored that the members of the Heavy Metal Jet Team gave me this remarkable opportunity to be a photographer on the first photo flight for this dynamic new demonstration team.





# NATO TIGER MEET

Article and Photos  
by Dennis Vos

Although this isn't a real airshow, I do think that it's nice stuff to write about. Europeans are quite blessed with tiger squadrons: 20 Full members, 11 honorary members and 2 probationary members. The meets go way back in history and it's believed that the first "meet" was held in 1960 with the 79th TFS and RAF No. 74 squadron with some cheers and whiskey. In 1961 the official first meet was held in France. The meetings grew bigger and bigger and now into something that's more than just a meet. It has be-

come a full fledged exercise in which you can win points and become the winner of the Silver Tiger trophy.

The meet of this year was held at Volkel AB for the first time in the 49 years of existence and every Dutch military spotter was thrilled about it. The initial participants list was an absolute dream, including the Spanish contribution bringing their Mirage F1's, this because it could be one of the last moments to see it in action. Unfortunately the whole Spanish participation was canceled due to the well known financial crisis. Every military force feels the cutbacks from it and this will be so for years to come. The RAF

Puma helicopters and the French Rafales also had to cancel. The Turkish Air Force decided that five aircraft participating was a bit too much brought only three instead.

Even with the cancelations, there were many aircraft in attendance. Mirage 2000s from the French Air Force, German Tornados, Czech and Hungarian JAS-39 Grippens, Austrian Saab 105s, and F-16s supplied by Belgium, Turkey, Norway and the Netherlands. A couple of helicopters were also present to practice Combat SAR duties. These were AB-212's from Italy, Cougars from the RNLAf and a Mi-35 Hind from the Czech Republic. This year there was even a KC-135 from Ohio present for









aerial refueling. The day started very wet and grey, nice for afterburners and vapor. The morning sortie contained all the aircraft aside from the helicopters. A Falcon business jet was going to be the target plane of the day. This aircraft helps with exercises like these by acting as an enemy aircraft. The pilots put on a bit of a show, making lots of vapor and using both runways. Unfortunately, all the special paints took the primary runway, so they didn't pass by up close. Thank god I had my new 400mm lens or else

it would have been too far away. After a few hours the first planes returned and with a nice high pass they made a complete pattern for landing. All the taxiing happened on the parallel runway so the photo moments improved drastically. After a brief lunch the pilots returned for a second sortie that would contain the air to air refueling. The sky was becoming blue again and that promised us some good photographic opportunities for some sunlight pictures. The helicopters were also starting up because they had to do

some CSAR exercises. All of the aircraft, beside the Saab 105's (which don't have air to air refueling capability), took off on both runways again. The pilots were doing some extra crazy takeoffs because of the good visibility, and one nearly took out my eardrums. The helos came back within one and a half hours and made some nice passes. The Italians on the other hand did some nice hovering. After this moment of joy for us, the fighters returned to the airbase and executed the same routine of landing with a nice



pass and then follow the leader into the landing pattern. Because it was sunny and the pilots were in a good mood they performed a slow taxi including some stops and pointing their aircraft to us. Even the Ohio KC-135 made several low passes for us, which was really neat. This meet produced some of the most wonderful photo moments I have ever had, and I highly recommend catching one of these meets if you are in Europe. After all the planes went by, it was time for us to grab the shuttle buses and come home. However, the Falcon had planned a dirty trick for us and made a high-speed knife edge pass after we stowed away our cameras. Aside from this we had a wonderful day and would like to thank the RNLAf and SG Volkel for their hospitality.





First Place - Mike Dziadus (22 points)

Third Place - Tom Pawlesh (12 points)



Second Place - Melanie D. Lee (20 points)

Monthly  
**Photo Contest**

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

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

Fourth Place - Eric Miller (11 points)

Fifth Place - Eric Miller (10 points)



# Wings and Waves Daytona Beach



Article by  
Melanie D. Lee  
and Charlie Lai



Melanie D. Lee

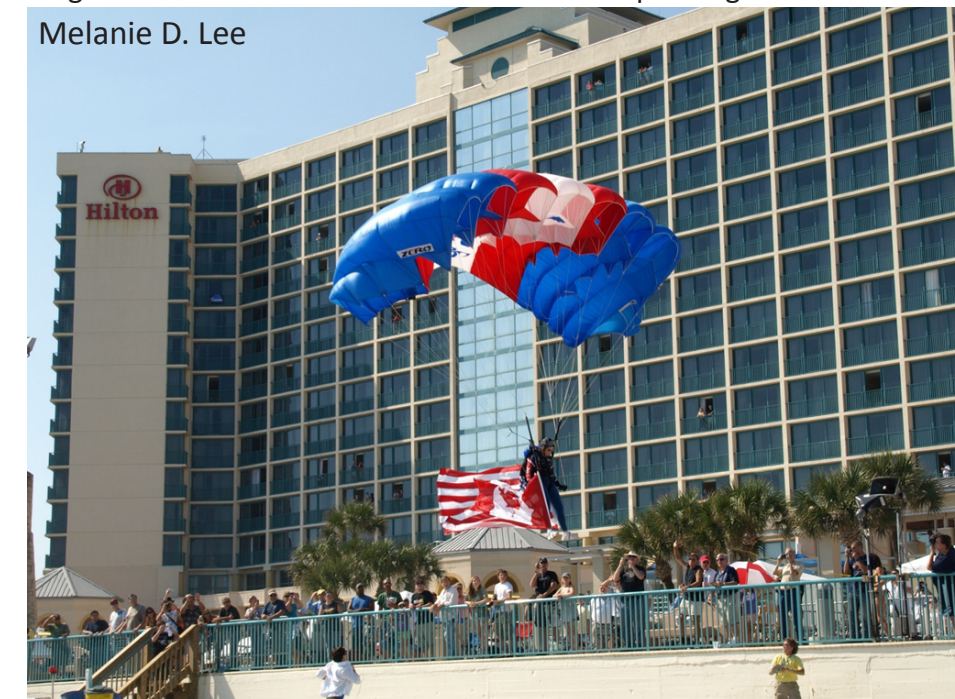
If you asked an aviation fan to describe his or her ideal air show, their response would likely include lots of variety, a great venue, fun for the family, and to have it all for free. During the weekend of October 9 and 10, this was the case at the 2010 Wings and Waves Air Show, sponsored by Embry-Riddle Aeronautical University (ERAU), over the waves of the “World’s Most Famous Beach”. Held for just the third time over the water in the last ten years, the airshow has gone through several permutations since its creation. It has previously gone by names such as SkyFest, International Air Expo, and the ERAU Homecoming Airshow, while being held at the airport. The first use of the current Wings and Waves format occurred on November 10th, 2001, with a concert afterward by the Beach Boys in celebration of ERAU’s 75th year. The backdrop of the Atlantic Ocean provided a stunning enhancement to conveying the passion of flight. An estimated 200,000 people were in attendance this year, with a chartered airliner even bringing in friends, family, and other VIPs of the headlining Canadian Forces Snowbirds.

Since its founding 85 years ago on December 17, 1925, Embry-Riddle has steadily grown to become the world’s largest, fully accredited University specifically tailored to the Aviation & Aerospace communities. With campuses in Daytona Beach, Florida, Prescott, Arizona, and a multitude of additional satellite

schools worldwide, an estimated 22% of all professional pilots in the United States have ties to the iconic institution. Its storied history of teaching thousands of eager young men and women to take to the skies has earned ERAU the right to be named as one of the best collegiate institutions worldwide for the last 11 consecutive years. “It is appropriate for us to be the presenting sponsor,” proclaims John P. Johnson, PhD, President and CEO of ERAU in the welcome page of the air show’s Program book. “Some of the best aerobatic pilots in the world will be flying over Daytona Beach...” Featuring a mix of 19 performers in 21 acts, the event also serves as an alumni homecoming/reunion of sorts, with many of the performers and attendees being graduates themselves.

Performers began arriving on Wednesday, kicking off a week long celebration of aviation on

the campus with several private events just for students. The friendly folks over at the Sheltair FBO provided hangar and ramp space, while also hosting media coverage on Thursday. Journalists attending had various opportunities for closeups of the performer planes and a cozy yet professionally productive environment for interviews. The Hilton Daytona Beach Oceanfront Resort was another proud sponsor, lodging participants along with many other guests in its 744 oceanfront rooms and suites. Show Center was located in Hyde Park, adjacent to the vintage clock tower in back of the Hilton. The stairways of the Oceanwalk Shoppes became the Eagle’s Nest for Embry-Riddle students, arriving on scene via a complimentary shuttle bus service from the campus every half hour. Despite the Main Street Pier being closed for renovations, it was still put to good use as the



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bomb burst marker point.

The all-stars of Wings & Waves weren't just in the air either: The Sky Talker Danny Clisham showed why he is known as the "Master of Ceremonies" in the world of announcers. Dan McLaren's Mach-1 Productions was on hand to provide crystal clear audio to the entire Boardwalk area and beyond. Even with the old-school style bell-horn design, the all-weather-reliable speaker system could be heard even past the waves, easily rivaling the box speaker systems that other sound crews use. Listeners from abroad were able to hear this team in action live and online through local radio station AM 1230 WSBB. Danny and Dano, both honorary Snowbirds, were accompanied by well over 50 years worth of top air boss experience by Wayne Boggs and crew of Airboss & Consulting Inc. The Air Force, Navy, and Geico each had their demo teams on hand for autographs before and during each show.

First of the performing alumni was Jim Hagedorn opening the show in his P-51D "Old Crow."

With degrees from both Embry-Riddle and Harvard Business School, the former F-16 captain is also the President & CEO of Scotts Miracle-Gro. When he signed on as executive VP, he told Scotts board of directors to accept him as a pilot or not at all, despite their safety concerns. Jim was recently honored with the dedication of Embry's new aviation complex bearing his name. "Riddle 464," a flight of four, with two Cessna 172S Super Skyhawks and two new Diamond DA-42 Twin Stars, then entered the box from the north for several flybys to show the crowd the two primary types in the fleet of the 100+ aircraft at the Daytona Campus.

Leaping out of a perfectly good Waco UPF-7 (N30199) at 12,000 feet, living legend Cheryl Stearns showed everyone that no engine is needed to create a thrill in the air. The 23-time U.S. Women's Parachuting World Champion and Embry graduate was then circled by the next act down to 1000 feet, while she steered her chute to land gently in front of the Hilton on a small stretch of sand

the size of a beach towel. A piece of cake for the very first female Golden Knight who has a list of accomplishments and awards longer than this article. To this date, she continues to hold two Guinness World Records for any woman in the world: the most jumps, at well over 15,000, and 352 parachute jumps within 24 hours, all while nailing a 5 centimeter bulls-eye 104 times by day and 84 times by night.

While Stearns glided to the ground, renowned vocalist Jeanine Leslie sang the national anthems of the USA and Canada. Meanwhile, pulling back into formation from behind the Hilton were accomplished World Aerobic Champions Rob Holland and Matt Chapman. With Matt in the lead, and Rob flanking, the two wowed the crowd with several maneuvers, including tight hammerhead turns, all while staying just 5 to 15 feet apart. Both would then break in opposite directions to return for their solo routines later after a gas-n-go back at Sheltair.

The Coast Guard did its best



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to extricate a dropped swimmer from the Atlantic in record time while simulating a search and rescue operation. CG6018, an MH-60J Jayhawk piloted by Lieutenant-Commander Russ Elser and Lieutenant-Commander Rubio Torres of CGAS Mobile AL, had arrived early to assist in establishing a line for boaters outside the box while the show opened, hovering abeam of show center. Proceeding inbound, some dummy leaned too far out of the helicopter and fell 25 feet into the waves below. Immediately, the crew switched into full SAR mode swinging back around to deploy their swimmer-

in at 10 feet. Petty Officer Robert Down and Chief Brian Daniels, another ERAU alum, were hoisting Buster back aboard in the basket in record time, while Foss came aboard using the sling method.

For a change of pace, Tim Plunkett's WWI Aviation collection staged mocked dogfights with the legendary Sopwith F.1 Camel and Fokker DR.1 Triplane. Only a handful of authentic aircraft from the era remain, and even fewer are airworthy. Recognized in pop culture as Snoopy's plane and one of the original aircraft of the Microsoft Flight Simulator franchise, the Sopwith was the air superiority fighter of the Royal Air Forces

of 1918. It played a pivotal role in winning back the skies over Europe from the German Albatross series of fighters. Pilots of the type shot down 1,294 enemy aircraft in WWI, the most of any Allied aircraft. On the other side of the line was the Fokker DR.1 Dri-decker, made infamous by the Red Baron, Manfred von Richthofen. The Luftwaffe Ace had more kills to his name than any other pilot of his time. Sacrificing speed for maneuverability and visibility, the DR.1 could out climb opponents with ease.

Another aviation legend was up next: Mr J.W. "Corky" Fornof. Flying the new LoPresti Fury,



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Charlie Lai



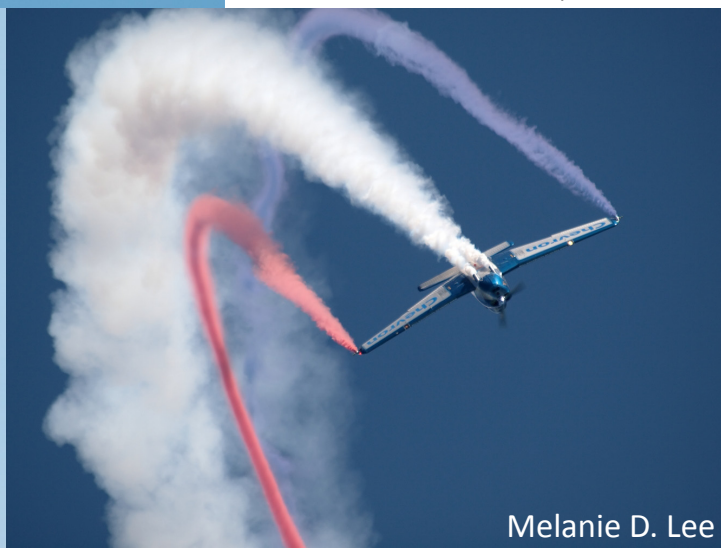
Charlie Lai



Charlie Lai



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with “Yippie!” written across its underside, he showed everyone that even with more than 15,000 hours in over 287 different aircraft types, you can always have fun flying. The James Bond stunt pilot flew the prototype with ease, even with a gear door stuck open on Friday and no barns to storm through. The prototype light sport was developed from a Globe GC-1B Swift and conceived by Roy LoPresti while he worked for the now defunct Piper Aircraft company. Soon after their bankruptcy, Roy secured the rights to continue the Fury’s development, modifying it to incorporate the lines of popular WWII fighters like the P-51 and P-40, while also adding high tech simplicity and the first biometrically designed modern cockpit.

Following in the footsteps of aerobatic icons like Goulian, Tucker, Leroy, McHenry, Timofeev, and Stein, is Jason Newburg. Flying the Oakley Sponsored Pitts S-2S Special “Viper,” he was not to be overlooked with his maneuvers. For the next 10 minutes, he would

corkscrew, slide, hover, and knife edge his way through another great performance.

As soon as the Viper exited, Rob Holland was back on stage in the WindowWorld.com MXR Technologies MX2. A three time member of the U.S. Advanced World Aerobatic Team, Rob helped win Silver in 2006 and Gold in 2008. He also won in the 2008 US National Four Minute Freestyle and World Advanced Aerobatic Championships, as adorned on his MX2’s tailplane. Fans may not see Rob swooping in to cut ribbons like other performers in his usual routine, but they will see that in the right hands, the MX2 can still make fans go “WOW how did he do that” without any structural modifications needed. The aircraft only weighs 1279 lbs. and can roll up to 400 degrees per second, thanks to its construction using exquisite grade epoxy carbon fiber composite materials and a powerful Lycoming AEIO-540 Aerobatic engine.

Arriving on Wednesday afternoon to droves of students scram-



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bling out of their dorm rooms and classes, Air Combat Command’s Viper West Demo Team made several low passes before landing. All three ACC fighter squadrons of Hill AFB’s 388th Fighter Wing were represented, with 90-0782, an F-16D of 34th FS “Rude Rams” joining the team for media

day’s practice show. The team’s regular F-16C’s , 89-2083 of 4th FS “Fightin Fuujins” and 88-0521 of 421st FS “Black Widows”, flew on Saturday and Sunday respectively. With Major David Graham in the cockpit, the venerable F-16 did an excellent job of convincing fans it was still able hold its own in a dogfight, despite the advent

of 5th generation fighters like the F-22 and F-35. Himself an Embry graduate from 1998, Maj. Graham is an instructor pilot with over 2100 hours flying the T-37, T-38, AT-38, F-16C/D, and even the F-117A Nighthawk. For each show, he would depart the airport with full afterburner in a low altitude bee-line for the coast.

Most of the crowd were caught by surprise when Maj. Graham began his demo by rocketing into the box from behind, just 50 feet above the 17-story Hilton Resort at 500 knots. When you can make 200,000 people jump at once, you know you've accomplished your mission.

Winding down on his 6th air-

show season and 4th year representing Lucas Oil was Mike Wiskus. Flying the same bright red Pitts Special that he used to win the 2002 US National Aerobatic Championships, Mike has accumulated more than 23,000 hours flying in more than 30 aircraft types in the 30 years since receiving his pilot's license on his 17th birthday. His love of flying was apparent from the moment the act started to exiting just 10 feet above the waves in a knife edge tail slide.

For more than 30 years, millions of airshow fans have come to know the red white and blue smoke trails of Julie Clark and her eloquently patriotic aerial ballets to Lee Greenwood's (and sometimes Rob Reider's) God Bless The USA. Sponsored by Chevron and Mopar, her North American T-34A Mentor "Free Spirit" soared through the sky in its Air Force One inspired metallic paint scheme. An A320 Captain for Northwest Airlines, Julie was one of the first women to fly for a major airline. Also an honorary Snowbird, Julie has been the recipient of the Bill Barber and Art Scholl Memorial Showmanship Awards. Both she and Cheryl Stearns have been named as part of the 100 most influential women in aviation. After 15 minutes, Julie popped the canopy open to fly the Stars and Stripes, signifying the end of another successful demo.

Representing the Navy and Marines was the F/A-18C Hornet East Demo Team from the VFA-106 Gladiators of NAS Oceana,



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Virginia. Another Wednesday arrival, they made three low passes over ERAU within two hours after their Raptor buddies had arrived. Despite bringing in Commander "Merlin" Olsen's block 34 Hornet #307 (BuNo 164250) as a spare, Lieutenant Andrew "Dangle" Barnett flew block 50 Hornet #360 (BuNo 165214) all three days. Dangle did have to break from Friday's practice session early due to a low fuel warning, but was back over the beach to finish up his session after the Snowbirds, with the rest of the weekend going off without a hitch.

From towing gliders, banners, and float planes to vintage and modern military aircraft, Greg Poe has flown it. His ethanol powered MX2 has shown for years that the fuel can not only do the job, but in some instances be even more reliable than traditional fossil fuels. Named Mr. G-Force by Marvel Comics co-creator Stan Lee's reality TV series "Superhumans," Greg confirmed that he is able to pull an astonishing 12G's, as filmed at Sun N' Fun 2010. "A feat which would incapacitate lesser

mortals."

Another sponsor, Geico, was on hand with their own demo team from the New York area - The Skytypers. They also entered the box from behind the hotel flying six of the last eleven airworthy SNJ-2's. With the show revolving around naval flight procedures of their aircraft's time, they showed the crowd that with a good team leader and the right training, even a caveman could do it.

Just a few weeks from competing in the Red Bull Air Race World Championship, Michael Goulian brought his ASB.TV sponsored Extra 330SC to the beach and showed what it takes to be an aerobatic champion. Michael's family was with him, watching from the announcers stand. There was even a special dedication pass for his bright young daughter on Saturday. Meanwhile, there was something high above just out of most cameras' ranges that was roaring out to sea...

Representing both its well known iconic role as the fighter that turned the tide of Europe's World War II and its lesser known

role as a specialized ground-attack fighter-bomber in Korea was the legendary P-51D Mustang. Kissimmee's resident flight instructor and ERAU alum Lee Lauderdale took the reigns, bringing Crazy Horse II of the famed Stallion 51 stable to the mix while providing the lead for the Heritage Flight after the next act. After several graceful barrel rolls, it was not long thereafter that the crowd shifted their attention from the old to the new.

Approaching from far out in front to the tune of Linkin Park's "No More Sorrow," It was time for the one act that everybody came to see: the Lockheed F-22 Raptor. For many, it was the first time seeing this beast in action. Not only was it the largest fighter of the show, it was also the loudest. Beating out the F-16 by an earache of decibels, the Raptor's F119 engines produced rumbles befitting a heavy rocket launch while in full throttle for the high alpha power climb out to sea at over 10,000 ft. Having arrived at 11:35am on Thursday, Major Dave "Zeke" Skalicky was



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greeted by family at the airport for his second to last airshow with the demo team. Besides using his standard block 35 Raptor (08-4165 of the 27th FS "Fighting Eagles") on Thursday and Friday, Zeke also flew a block 20 Raptor (04-4082) of the very first ANG

unit to be provided the 5th generation fighter: the 149th FS of the Virginia ANG, on Saturday and Sunday. After several minutes of jaw dropping action, Zeke moved into position with David and Lee to begin the Heritage Flight. The three aircraft evenly rounded out

the past, present, and future of the U.S. Air Force.

Such shock and awe is a hard act to follow, but Matt Chapman was back in the air and up to the challenge. Flying his specially built +/-10 G capable Embry-Riddle Eagle 580, he pulled on the stick



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Mark DeAlba



Charlie Lai



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hard and kept his followers in the Eagle's Nest proud throughout his next couple minutes of fame. An MD-80 Captain for American Airlines, Matt's involvement with ERAU is more than just a sponsorship, since the two companies once existed as one when they merged in 1930, reforming into their current separate entities after WWII.

Headlining Wings and Waves were the Canadian Forces Snowbirds, celebrating their 40th anniversary of precision flight with a dazzling display against the clear blue Florida sky. The 431 Squadron had arrived on Wednesday evening, after a stopover in Tucson, Arizona. During the Saturday show, #9 ship 114090 wouldn't start, leading the Advance Safety Pilot/Announcer, Captain Eric Willrich (11), to share that "old planes like the CT-114 Tutor sometimes just don't work as well as they used to." The Snowbirds launched with an eight ship formation, but were flying a full nine aircraft team the show's end. The love of flying and thrilling fans definitely helped to overcome these mechanical challenges. Even though a third of the crowd



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had begun to leave after the Raptor finished, the nine ship formation pulled the crowds back in on Sunday's finale. They even caught the airboss off guard with a low impromptu photo pass no more

than three minutes after Matt Chapman's routine had completed. With more opposing passes than any other North American military demo team, and an additional three ships in the forma-





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tion, the Snowbirds proved that they could rival the Thunderbirds just as much as the Blue Angels can!

After the conclusion of Sunday's performance, those who remained at Hyde Park were able

to meet the Snowbirds in person. Initially a session with Captains Daniel Rossi (10), Eric Willrich (11), and Marc Velasco (PAO), spirits were kept high and fans were informed that the whole team would be there. Many

young fans were ecstatic by this chance to meet real life heroes, inspired by the performances to one day consider their own careers in aviation, such as Kiki S. of Daytona. Almost an hour later, driving against heavy traffic on a route that would otherwise take only 10 minutes from the airport, all 12 officers were signing autographs - forgoing their debrief until 6 pm. With their 32nd stop of a 34 city season now in the books, the 431 Squadron had earned a day of leave at the beach resort, departing for Atlanta on Tuesday to meet up with the Blue Angels.

The Wings and Waves Air Show will return to the skies of Daytona Beach biennially in October 2012.

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



# NAS JACKSONVILLE AIRSHOW 2010



*Article and Photos  
by Melanie D. Lee*

Naval Air Station Jacksonville has a long fruitful history stretching back to the very foundations of modern naval aviation. Set on the shores of the St Johns River, the base was first used in 1917 for training quartermasters in the Army while named Camp Joseph E. Johnston. It was also the second largest rifle range in the US during the first World War, and used by the Florida National Guard in 1928 as Camp J. Clifford R. Foster. The base then reopened on October 15, 1940 to its current namesake, becoming the foundation for the city's naval stronghold that also includes NAS Cecil Field to the west and Naval Station Mayport to the east. Also known as Towers Field, it is now a major P-3, H-60, and C-40 base of operation. NAS Jax is also the southeast home of several Shore Commands. The free airshow usually happens biennially, swapping places with NS Mayport's seaside format every other year. This season would feature 17 teams in 23 acts using 26 aircraft (plus 1 truck and a civil war canon) while being announced by Frank Kingston Smith in what he said was "possibly my last year here, unless they ask me back."

My day started early on Thursday getting everything ready for the big trip. This was the beginning of the last leg of a whirlwind eight stop airshow season for me, having attended such renowned locations as Tico, MacDill, Sun n'Fun, and now Daytona. I knew what to expect from seeing most of the performers at the previous



shows, but I could never have anticipated what was in store for me for the next day.

Packing my gear and with mother in tow, we set out on the road for the three hour cruise up to the historic base. After a pit stop at the fabled St Augustine Fort where we watched dolphins frolic and reenactors squabble, we narrowly avoided getting lost in the road work that followed. It was not long before we were in sight of the base. This was the first time I had been to Jacksonville, before having only passed through on family vacations. With lodging secured, we arrived at the gate while A-10 East and Super Hornet West circled to land. We checked in with our friendly Public Affairs contact and proceeded inside. First on the list was the opportunity to meet the last surviving original Blue Angel, Commander Alfred "Al" Taddeo. A Lieutenant in the squadron's 1946 creation, Al was the 4th member to be assigned to the new team, originally as a spare pilot. He would soon be flying the #3 left wing position when their demonstration started to be requested across the country. With ships #4 and #5 as our backdrop in front of the Tower, we watched and listened as Al recalled his days in the Squadron, articulate on the details of the aircraft he flew.

With a short walk over to the civil performers' hangar, we then met with Andy "Whitesnake" Anderson and Jerry "Thud" Conley of the unique and highly sought after Red Star & The Dragon act.

Sporting intimidating custom nose art, the two aircraft showcase the time of the Cold War, when dogfights over disputes of airspace were commonplace. Playing the roles of the American air cowboy "Mike Edwards" (Andy) versus the Russian fighter pilot extraordinaire "Ivan Petrovich" (Jerry) the two would take to the skies above Jacksonville to settle their disagreements of the night before.

Whitesnake's Dragon, a BAC-167 Strikemaster registered as N167SM, was sporting an updated paint scheme this year, having replaced the green horned skin for a red fire-breathing skin that was surely not to be messed with by enemies. For years, the Strikemaster was comparable to the Cessna A-37 Dragonfly (aka Super Tweet) for such air forces as Saudi Arabia, Kenya, and New Zealand, with several still remaining in service with Ecuador.

Thud's Red Star "Viper-29" is a highly modified Aero Vodochody L-29V Delfin registered as N129DH. With its own masterfully painted Chip Magician nose art, the double eagle design is the icing on an already sweet package that lies within the fuselage. Of the various modifications made to its nose, structure, and avionics, its primary upgrade was done by Aero Enterprises to incorporate the same Rolls Royce Viper series of engine that the Dragon also uses. Doubling its performance specs, the Viper is now able to sustain 6G knife edge turns, have a better thrust to weight ratio

than an A-10 Warthog, and even take off in just 900 feet (compared to 2,000 feet with its Soviet era counterparts). The new specs have even earned it the Reno Air Race's fastest ever qualifying speed, at over 517 mph.

Performing all three days, the made-for-hollywood scripted duo worked perfectly together. With Ivan's taunts to "show how real pilots fly" by giving Mike a "Russian haircut" for interrupting his

Also in the hangar was Michael Goulian. We had crossed paths several times before from my times working at Wings Over Houston in previous years, to just down the interstate at Daytona two weeks earlier. We had a quick photo shoot in the setting sun, in a casual conversation about the change from the green and white Castrol scheme to the current ASB.TV maroon and white custom paint, and the differences in



routine, the audience loved the response of "Oh, I'd love a Russian cut- just a little off the sides and bring up the edge a bit..." The three part act not only showed that while Viper-29 had the advantage of speed, the Dragon could still out maneuver enemies with the best of them, and how easy it was for the Cold War to heat up. Look for the duel to take things up a notch in 2011 with their newly acquired missiles!

performance vs. speed compared to his Red Bull Air Race Edge 540. Turns out that the switching of the paint took almost all of the three+ month off-season to accomplish, with the aircraft being disassembled, inspected, and each part then being hand painted before being readied for its new premiere. From the importance of the triangular strakes under the wing, to the wingtip shoestring trick, to how not having an under-

side window like other Extra 300s was no big deal, it was a pleasure spending some time with the man that's devoted every day to his flying and family.

Meanwhile, Coast Guard Air Station Miami had sent up its very first brand new HC-144A Ocean Sentry, setting the foundation for its section of the ramp with one of its Midnight Express interceptor boats and an HH-65C Dolphin. Overhead was a Grumman E-2C Hawkeye hauling at 150 kts while circling to land. The E-2C demo team had originally appeared on the schedule, but by deadline had been downgraded to just a static. The E-6B Mercury and USMC F-35B mockup were no-shows due to logistics, and the FedEx Airbus A300 arrived overnight Friday after finishing its regular cargo run.

Entering the ramp display area, we then proceeded to the North American B-25D-20 Mitchell (N9079Z 41-30734) Named after the feisty rooster of the 1943 Disney film "the Three Cabarellas," Panchito wears the markings of the B-25J from the 396th Bomb Squadron, 41st Bombardment Group, 7th Air Force that was piloted by Don Seiler in the last weeks of World War Two. It's new mission (with the help of its Galveston, TX based counterpart "Special Delivery" of the Lone Star Flight Museum) is to nobly fly for the Disabled American Veterans Association, helping thousands of Veterans get the medical coverage they've earned and deserve by being symbols of the great sacrifices that were made for our



freedom. "There are thousands of people who donate their time in keeping this plane running" said Dennis Dunbar of the DAV flight team. Today's current mission of this team is to bring awareness to help build better lives for disabled Vets and their families. The benefit of the DAV is that it's free and offers expert services to all Vets." The size of its vast community of members also strength-

ens the organization, which includes many well known figures like CSI: New York and Apollo 13's Gary Sinise, Collective Soul, and Bo Derek. Home based at Sussex County Airport in Georgetown, Delaware, Panchito was restored by Tom Reilly in 1986 and purchased by Larry Kelly in 1997 as one of only 24 B-25's that remain airworthy to this date. Funded by specially minted coins, the DAV's



latest project is the creation of the American Veterans Disabled for Life Memorial. Within site of the U.S. Capitol building in the Mall, the monument will feature a two hundred foot granite wall inscribed with sayings from past presidents, overlooking a patriotic shooting star with an eternal flame at star's center."It cannot be stressed enough how important it is to recognize the sacrifices that our country's disabled veterans have made on behalf of us all... We owe them a tremendous debt

of gratitude and respect. This Memorial is a magnificent way to help pay this debt." said Mr. Sinise, in attendance at the November 10th Groundbreaking Ceremony. With Media Day a wrap, we all headed back to our vehicles to rest for the big weekend ahead. But before I left, I was offered an opportunity which I had thought would happen only later in my new endeavor as a photojournalist- a ride on Fat Albert! Calling in a friend to cover documenting my flight from the ground, my plans

were then set: I would now be flying tomorrow in Friday's show.

With gates opening at 09:00, it was not long before the first teams of the show were underway. Lifting off of runway 28 at roughly 09:30 each day was 05-1435, a Lockheed Martin C-130J-30 Hercules of the Rhode Island ANG's 143rd Airlift Squadron "Rhodies" of Quonset Point. On board were the USSOCOM Para-Commandos and British Royal Army Parachute Regiment Red Devils, who would each jump separately each day, and again in a special Allied Forces Tactical Air Drop on Saturday. NAS Jax's Commanding Officers were also part of the opening ceremonies on Friday; Base CO Captain Jeffrey Maclay jumped with the Para-Commandos, and Naval Hospital CO Captain Lynn Welling jumped with the Red Devils.

The ramp had several interesting displays. Right at the entrance to the parking lot surrounding the Octagon hangar were a Blackhawk and Chinook of the local Army unit, followed by two Vultee Valiants, a fully painted Seahawk, Extra 300 being piloted by Yoda himself, and a TBM-3 Avenger named the Pacific Princess. Closer in was the EA-6B Prowler, one of the last operational S-3 Vikings, and even full scale models of the Tomahawk TLAM-D cruise missile and the brand new Global Hawk variant MQ-4A Broad Area Maritime Demonstrator. A primary base for the DHS, the U.S. Customs & Border Protection had its own corner of the ramp all its own to showcase its AEW P-3C Orion Dome,



speeds around 300 mph, Skip and Patty were still able to narrowly beat the speed demon. All three would return together at the end of each day to perform in Skip's adrenaline induced pyrotechnic dueling TinStix routine.

There were two North American Mustangs in the air: Dave Marco's P-51D-15-NA NL351DM "Sizzlin' Liz", and Dale "Snort" Snodgrass' P-51D-5-NA NL751RB "Glamorous Gal." Dave would fly with Vandy-1's Aero Vodochody L-39C, N55107, in support of the Wounded Warrior Project. Snort would fly lead in the Heritage Flight. On Sunday, Dave and Snort both used "Glamorous Gal."

One of the biggest draws of the crowd was the increasingly rare opportunity to see the Phantastic McDonnell Douglas F-4E Phantom II back in action with the 82nd Aerial Targets Squadron of Tyndall AFB's Heritage Flight East team. Lieutenant Colonel Greg "Bluto" Blount flew both team aircraft in the show, with 74-1622 flying Friday and Saturday, and 71-0237 on Sunday.

With Major Johnnie "Dusty"

Green of the 74th Fighter Squadron "Flying Tigers" at the helm, the Fairchild Republic O/A-10A Thunderbolt II of ACC's Warthog East Demo Team provided an outstanding performance as usual. He even pulled some vapor bursts of his own on Saturday's cloudy low show. There was never a better example of the Warthog's survivability in battle, as Dusty's ride: 81-0967 had once diverted to Skopje, Macedonia when several small SAMs hit it over Kosovo on May 2, 1999. With significant damage to the right engine and wing, the injured pilot set down on a road near the small town with part of his payload still attached. With NATO crews quick to respond within 40 minutes, the airframe was repaired and later converted into its current use for airborne forward air control.

Viper East was up next, with Captain Ryan "Rider" Corrigan doing his best in the Block 50D Fighting Falcon - 91-0376 of the 77th Fighter Squadron, known as the "Gamblers." The differences in comparison with Viper West's performance at Daytona were



subtle at best, with the most apparent being the usage of 0376 all three days instead of parsing the flight hours evenly across the two airframes that were on location. Within five minutes after completion, Snort, Bluto, Dusty, and Rider would all rendezvous to fly the Heritage Flight.

When Dave Marco in his P-51 would take off for the second time after the Heritage Flight, so would the Collings Foundation's Vought F4U-5NL Corsair, NX45NL, pilot-

ed by Dan McCue. The Mustang would then do a pass in formation with the Corsair, and then break to exit the airspace to return to its stable at Craig Field, just five minutes away on the other side of the river. Dan would bring the F4U back around for several more passes before yielding the airspace to his Naval Legacy Flight partner.

The F/A-18F Super Hornet West TacDemo Team was in the good hands of Lieutenant Jeremy

Cessna 210, Piper Cheyenne III, and AS350 helicopter while being flanked by a Midnight Express Interceptor boat, and a Lenco Bear of its SWAT division. On the other side was even more, including a F-15C and a new E/A-18G Growler among several more props and the new MH-60R.

Performing twice each day were Skip Stewart in his Pitts S-2S "Prometheus" N540S, and Patty Wagstaff in her Extra EA-300S N68PW. Both would perform solo acts in the morning, includ-

ing ribbon cuts and a race with the Shockwave jet truck. The Peterbilt 4130 Chromemoly Semi made quite a mess of thundering massive billows of smoke. Kent Shockley would also race twice each day, helping fill a lull created by Tim Weber's last minute cancellation. Its power plants were three of the same Pratt & Whitney J34-48 engines that were used in such naval aircraft as the P-2 Neptune, F2H Banshee, and F3D/F-10 Skyknight. Even though Shockwave was able to reach





through the crowd to Hangar 1122 where we checked in with the Blue Angels PAO and sign our lives away for the naval squadron. After roll call, we learned that our VIP of the flight was the Dep.A.Sec (Deputy Assistant Secretary of the Navy,) Mr. Donald R. Schrengardus, who would be presented with a specially framed picture for his office back in D.C. We then headed over to the Lockheed C-130T 164763. We checked in with Gunnery Sergeants Ben Chapman (Flight Engineer), Joe Alley (Navigator), Adam Church (Flight Mechanic), and Staff Sergeants Jarred McIntosh (Flight Engineer), and Tommy Zurek (Loadmaster) for our seating assignments. With some time to mingle and explore while the paperwork went through, we took in the fact that we would now be part of the show. The Heritage Flight, Legacy Flight, and Matt Chapman taxied in and out around us as we waited.

“Luda” Vaughn and Lieutenant Luke “Donnie” Swain, from the Flying Eagles of VFA-122. Both aircraft were utilized, with #122 (a lot 24 Super in the bureau as 165877) arriving on Friday to fly only on Saturday, while #111 (a lot 25 Super in the bureau as 165930) flew on Friday and Sunday. Dan would then reenter the box with Luda for the Naval Legacy Flight, albeit in a loose formation.

Fresh out of Daytona, I would again see Matt Chapman in the Embry-Riddle Eagle 580 - N580GP. The 330hp Lycoming IO-580 pow-

ered Mudry CAP 231EX is only one of five such variants in the world, in town to help promote Embry Worldwide’s satellite school in the naval city.

With a muster time of 13:30, I had just enough time to catch the Heritage Flight in the air. I would miss photographing most of the Legacy Flight and ERAU, but still was able to watch while I waited for the big moment to take a ride on the wild side with the Marines on Fat Albert. Jumping into the nano car with the base PAO and two other riders, we drove

Next we met our Aviator Commanders: Major Brendan Burks(M1), and Captains Edward Jorge (M2) and Benjamin Blanton (M3). With our introductions and briefings completed, we took to our seats and strapped in. I had the last seat on the starboard side, the right paratrooper door. Finally it was time to start ‘er up and go fly. There was roughly 40 of us on board, with the Dep.A.Sec on the flight deck. The one lucky sailor that would sit in the 360\* dome up top would take his “seat,” while we were taxing into place, in case of the unlikely



event that we would need to vacate the aircraft in an emergency situation. The seat was not much more than a cushion and a belt that was strapped to the metal spine of the aircraft. We could see the inner workings of the wing root, with the hydraulic actuators of the ailerons the most visible,

and a sticker that had some truck stop humor.

While Matt pulled in, we pulled out, onto runway 28 for the back taxi down past the crowd to depart on a heading of 095.5\* at the end of Runway 10. We turned around as the payload bay doors shut, with a glimpse of the new

P-3 Hangar 511 that opened on May 5th and will soon house one of the first P-8 Poseidon squadrons. With winds calm, skies blue, and the checklist complete, Burks and Jorge throttled up and we were on our way. “GEEEEET ‘EM, BERT... BERT’s ROLLIN!” Just 25 seconds in, the gear was coming up just five feet off deck, with our speed climbing to 155 kts. Passing center point, we began to climb slowly, with the Major pulling harder on the stick past the bomb burst point into the 45\* power climb. “Pull It..” I watched as the ground dropped away, the ramp getting smaller. Forty five seconds in, our speed was now falling- “140, 130, 120, 110, push over push over” We were now leveling back through 1300 feet. This was the hallmark of the flight: the three second ZERO-G moment, with Ben and Adam going inverted in front of us on the anchored ladder.

**1:15:** The flaps were up and we were in the first hard left turn at 60\* doing 160 kts. Five more seconds and we were rolling to the right, leaving 1,200 for 300 feet as Captain Jorge was busy looking for the airfield. I held onto the door handle above me, using my left arm as a brace for my camera. We were over a residential area. The roofs and trees were so close below.

**2:35:** Back over base for the Parade Pass, rolling into to the second 60\* hard left turn.

**2:50:** We leveled out, climbing from 350 to 1,000 feet at 260kts.

**3:05:** Another hard right turn,



set up for the Short-Field Assault Landing on Runway 10.

**7:55:** We began our assault landing. In just five seconds, our speed dropped from 125 to 95kts, pushing over into the final 25\* descent. After eight minutes and 30 seconds in the air, we were back on the ground in full reverse.

The landing was one of the smoothest I have ever felt, barely having any sort of bounce. Within five minutes, we were back in our spot in front of the tower, having used reverse thrust to park within a dime of where we last were. It wasn't as hectic as some may think, with the closest comparison being to a big old wooden roller coaster at any number of theme parks. But this was more than a ride, it was an experience that I will not forget anytime soon. With my commemorative poster in hand and the Blue Angels going to work in the sky, I proceeded back to the media area at show center to finish the performance. As my day ended in the evening sun at Heritage Park, surrounded by only some of the numerous aircraft that have called the base home through the years, I would return to the crowds the next two days with a new-found respect for the military, and a huge admiration for the service members that do these things in theater day in and day out.

Look for the NAS Jax Air Show to return to the base on November 4-6, 2011, celebrating the Centennial of Naval Aviation at the birthplace of the headlining Blue Angels.



now two miles downrange and holding at 1,000 feet.. There was I-295 and my hotel right below.

**4:10:** A whole minute turning around in a 60\* bank. This must have been a Minimum Radius Turn. We were back at 400 feet, starting the 45\* left turn to line up for the Flat Pass.

**4:45:** There was the flight line, 50 feet below. Time for the hard left climb to 600 feet while setting up for the head on pass.

**5:55:** Fat Albert was now one mile downrange with wings level at 250 feet - our last pass. We then rolled hard right once more, climbing back to 1,500 feet to

# Always BIGGER in Texas

## Wings Over Houston



Article by Sean Sydnor

On the weekend of October 23rd and 24th, Ellington Airfield opened its property to Houston residents for the 2010 Wings Over Houston Air Show. This show featured the US Air Force Thunderbirds along with other military performances such as F-16 Viper West, a C-47 and C-17 Heritage Flight, SAR demonstration by CGAS Houston, US Navy F/A-18C Hornet Demo Team, and a US Navy Legacy Flight with the Hornet and an F8F Bearcat. The civilian acts included Sean D. Tucker and the Oracle Challenger III aircraft, Julie Clark and the Chevron Mentor T-34, Debby Rihn-Harvey, John Klatt, and the Smoke-n-Thunder USO Jet Car driven by the Bill Braack. The Tora! Tora! Tora! demonstration and a Vietnam War Firepower demo were other highlight performances. The colors were brought in by the ReMax parachute team. There was also a Tactical Special Operations jump made by members of the US Air Force Forward Combat Controllers who are stationed at Ellington Field. NASA provided an unusual airshow sight when it showed off its Space Exploration Vehicle. This was the first time this vehicle has been on public display since it was exhibited at the 2009 Presidential



Andy Nixon



Andy Nixon

Inaugural parade. From the list of performers, this was the show to be at in Texas this year.

Originally, the organizers had planned for a demonstration by US Army AH-64 Apache aircraft. For some reason, at the last minute, the Department of Defense pulled authorization for this demo. The Texas National Guard unit appealed to the DOD, but was denied. Also scheduled to fly was a demonstration by an A10 Thunderbolt II from Davis-Monthan AFB. This aircraft had some type of maintenance problem occur during Friday's practice and was grounded. The P-47 succumbed to maintenance issues as well. The C-17 was originally supposed to perform but due to the crash that occurred at the Arctic Thunder Airshow at the end of July, the crew did not perform their typical

show routine.

The allure of the show for me was the luxury of having a photo pit and sunrise tour available, on top of an expiring United Airlines ticket coupon. It was nice to pay a little extra to be in an area where you were not battling with others to be able to take pictures. It was a great experience and I wish that more airshows would offer photo pits. I was unfortunately not able to get the sunrise tour for Saturday as it had already sold out by the time I purchased my tickets, but I was able to go for Sunday. I got some awesome shots; I just wish I had brought my tripod.

The show Saturday and Sunday started off with performances by radio controlled aircraft. It is just amazing what these tiny aircraft can do. One of the R/C aircraft was a flying lawnmower.

This was pretty fun to watch it fly through the air. Both days the ReMax Skydiving Team jumped in the colors of Texas and United States. This was also followed by a jump made by Air Force Combat Controllers out of a C-130 aircraft. They displayed great precision.

One thing that was great to see was the heritage flights on both days. The C-17 and C-47 flying together was one. It is amazing the difference in sizes of these aircraft. The next heritage flight was the F8F and the F-18 in the US Navy Legacy Flight. I was really looking forward to seeing the original Thunderbolt and the Thunderbolt II fly together. These heritage flights just show how far aviation has come in the last 60+ years.

The show also included a presentation of the bombers of





Andy Nixon



Sean Sydnor



Sean Sydnor



Andy Nixon



Andy Nixon



Andy Nixon



Sean Sydnor



Andy Nixon



Andy Nixon



Andy Nixon

Vietnam demonstrations were up next. The show was continued with demonstrations made by the various civilian demonstrators. I am always awed by Sean D. Tucker. To me, he is one of the most amazing civil aerobatic pilots living. He performed in his new Oracle Challenger III aircraft and it was spectacular.

As I had mentioned before, the A-10 Thunderbolt II had maintenance issues that occurred on Friday during practice. The aircraft was not able to perform on Saturday but thanks to the hard work of the maintenance crew, this aircraft was able to show off its capabilities during the Sunday show. This is one of the most amazing aircraft to ever be developed for close air support.

The headline attraction of this show was the USAF Thunderbirds.

People can agree or disagree with me but many at the show just lost interest in the Thunderbirds due to their long ground performance. On Saturday, it was almost 45 minutes from the time they were introduced to the time they performed their show. Once they were airborne they performed a good show.

Overall, this was a wonderful show to attend. I look forward to seeing what the organizers will put on for 2011. Again, thank you to all those of Wings Over Houston for an amazing show.



Andy Nixon

Europe. The Boeing B-17 Flying Fortress and Consolidated B-24 Liberator were the two highlighted during this demonstration. I had never seen a B-24 in flight before this show, and it was great to be able to. According to the show's announcer, there were not many of these aircraft left due

to the type of missions that they flew during the Second World War. Also during the Bombers of Europe, we were able to see an actual Tuskegee P-51 Mustang in flight. Anytime we are able to see these vintage planes in flight is an amazing gift.

The Tora! Tora! Tora! and



Andy Nixon



Andy Nixon



Andy Nixon



Andy Nixon

# Tricks and Treats at Cocoa Beach

Article by  
Melanie D. Lee



When anyone thinks of Halloween, one phrase always comes to mind: “Trick or Treat.” Capping off Air Force Week in Central Florida on Halloween weekend, administrators of the Cocoa Beach Airshow had hopes of helping bring in thousands of much needed dollars from tourists that were also in town for Space Shuttle Discovery’s proposed launching the day after, on November 1st. The local economy had been struggling for months, having not built itself up in the 1980s like its beachfront competitor to the North. With its asset of being one of only a handful of Space Ports

in the country, the situation was only made worse by the proposed cancellation of the Shuttle program. Thus, the airshows of the area have long been a welcome boost to the local economy, albeit a temporary fix at best.

The show itself, which has actually been around on and off by different names in the last decade, was once known as Patrick AFB’s Open House in the 80s and 90s. It’s waterfront format was previously used as the Space & Air Show, set on the grounds of the NASA Causeway. However, with its location being isolated on the National Park/Military

Base and with security concerns growing once more, the decision was made to move the format to shores of the city, centrally located to correspond with nearby hotels and business. This was its second year on the sandy white beaches, with 17 acts scheduled. Center point was located abeam from Lori Wilson Park, right between its two parking lots.

Even though the grounds were moved from last year’s center point at the Cocoa Beach Pier, to the much bigger park, there was still little room to spare, cramming an entire ground show’s worth of vendors into the

400’ by 300’ parking lot with only 10 foot wide aisle ways. With the airshow itself being promoted as a free public event, late morning goers arrived to find some lot owners charging at least \$25 each day for parking within a mile of the beach. Specialty packages were available at show center, with seating in event tents right in the sand or plastic chairs lining the parks small boardwalk behind the tents, and listed as having catering and souvenirs for purchase. The show was also going to be broadcast live on air and internet by a local FM radio station, which backed out, and left those outside

the chalets unaware of the performances to come. Without a map of the ground’s final layout or a knowledge of who was in charge, some volunteers were challenged in helping attendees with questions or concerns, leaving some less than satisfied by the show’s growing pains on the ground.

There were, however, still some treats to be had in the Air. Arrivals took place throughout the entire week, with civilian performers being staged at the small Merritt Island Airport (KCOI) or Titusville Executive’s “Tico Airport” (KTIX), while military teams were stationed on the ramp at Patrick

AFB (KCOF). Performers were apt to take advantage of the fair weather and blue skies that remained most of the week. There were only a handful of cumulus clouds each day, usually just offshore, with Saturday’s quick moving cold front being the exception, causing the box to shift from a high show to a low show by mid performance, and back before the Thunderbirds took to the sky. Jason Newburg and Rob Holland both were able to pull within five feet of the waves at their lowest. The air was rich with vapor each day in stationary pockets that lit up well on fast moving acts like





Charlie Lai



Charlie Lai

was unaffected by the buoy, finishing an otherwise flawless demonstration. “These things we do, so that others may live,” is more than just a creed to these distinct set of individuals, it’s a promise which has been fulfilled in such places as New Orleans after Hurricane Katrina, and Haiti after the earthquake, beside their wartime deployments rescuing fellow servicemen on the frontlines.

With the water rescue part of their demonstration completed and their pararescuemen swimming to the shore to sign autographs, the two Pavehawks then exited stage left behind the crowd to rendezvous with one of the Wing’s Lockheed HC-130T King Hercules, 64-14855. Moving back behind the crowd, they set up for a demonstration of the Pavehawk’s aerial refueling capabilities, allowing it to stay on target much longer than other helicopters. Their mission complete, the three aircraft headed back to base with a high speed pass from the Hercules in the end.

There were two parachute demonstration teams in attendance: the Army’s 101st Airborne Screaming Eagles, and the U.S. Navy Leap Frogs. Both teams only jumped once to open the show together, using the same C-130 mentioned above, with Rob and Jason circling the flag bearer to around 500 feet, followed by a standard stadium flyby from two F-16s, using the call sign “Killroy”, of Homestead Joint Air Reserve Base’s 93rd Fighter Squadron “Makos,” with sidewinders on

their starboard wingtips. Once the parachutists were deployed, the C-130 would return to Patrick to load up the pararescuemen and be back off the deck within 30 minutes, never needing to shut down or refuel. The Leap Frogs and Screaming Eagles would also execute several night jumps at the Seaport and Pier using their night vision goggles and positioning flares throughout the week as well.

The ACC’s F-15E Strike Eagle Demo Team is now using a new aircraft: 87-0171 of the 4th Fighter Wing’s 335th Fighter Squadron “Chiefs” of Seymour Johnson AFB. The traditional backup from the 333rd FS “Lancers” was also on base, but was never needed after Thursday’s sightseeing flyby at the Kennedy Space Center.

The Geico Skytypers took to the skies again as well, going airborne over an hour before their show time. Typing up the sky in their North American SNJ-2’s, they wrote various messages as tall as skyscrapers which included a wedding proposal and the

framing for a band’s upcoming album cover art. The slight seaside breeze kept their smoke from piling up in the show box, putting another great show of teamwork and training. Once the standard routine was over, the solos took on Team Geico Watersports’ 50’ Mystic catamaran Miss Geico Racing. The solos beat the boat out in Saturday’s choppy conditions, but the boat won hands down hitting speeds in excess of 200 mph on Sunday’s calm seas.

John Black was on hand with “Blue”, his American Champion 8KCAB Super Decathlon, N796TM. His routine may not have been as involved in extreme aerobatics like Rob’s or Jason’s, but his skill and love of flying nicely rounded out the day’s performances. Originally from Dayton, Ohio, the F-15C Eagle Driver learned to fly when he was 17. Running outside every time when an airplane was heard, John called the AF Museum his second home. Now residing locally, he serves full time with the 159th Fighter Squadron “Gators” of the Florida ANG at Jacksonville

International Airport. Lieutenant Andrew “Dangle” Barnett of the F/A-18C Hornet East Demo Team was back in the skies of Central Florida. This time he was flying Lieutenant Commander “Shoe” Stafford’s block 24 Hornet #321 (BuNo 163483) on Friday’s high and Saturday’s low show. Commander “Merlin” Olsen’s block 34 Hornet #307 (BuNo 164250) was then used to wrap things up on Sunday, representing the Navy and Marines.

To draw in even more crowds, two Lockheed Martin F-22 Raptors of AETC 325th Fighter Wing’s 43rd FS “Hornets” were added to the bill hoping to catch a bit of the crowds that had flocked to Daytona to see the full demo there. However, many of those fans were disappointed when they learned that the act was reduced from its original touting as a limited demonstration, and then a three pass fly-by the month prior, to finally being just a single flyby straight through from north to south at 200 feet on Saturday only, leaving the area as a routine training mis-



Melanie D. Lee



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ing in Seattle at McChord AFB. They flew just a single pass each way, which was understandable in the wake of the tragedy that occurred during Elmendorf AFB's Arctic Thunder practice show back in August. Investigators are still busy evaluating the show routine. Hopefully, the C-17 can one day return to its ability to fly the "is it a Freighter or a Fighter" routine once more in coming years. Until then, they can only fly with 1 G maneuvers that are well within the aircraft's original safe limits.

Snort and Jive took to the skies as well in their black and white mirror paint schemed Paris Jets of Team MS760, executing an eloquent display of aerobatics in the 1970s French trainers. With both also Heritage Flight pilots, the opportunity existed for one befitting of the Air Force Week, but with funding a problem it unfortunately never materialized. What did materialize was a chance to show just how easy it was to fly low and fast, just 10 feet off the deck, easily beating Miss Geico in the second race each day.

Wrapping up the show was the awe and excitement of the Thunderbirds. Throughout the entire performance, audiences were left on their feet by the aerial professionals. But it was their solo pilots who would own the Air, Land, and Sea below, with their death defying duels and 650 mph high speed passes between the high rises that dot the shoreline, and jetting over five story buildings with only 50 feet to spare.



Melanie D. Lee



Charlie Lai

sion. The Valiant Air Command's Douglas C-47 "Tico Belle" was also flying a low pattern in the box, taking up the other two extra passes that were available. Having been returned to flight last year, the old D-Day Vet did need a consult with a mechanic on Sunday, but was no problem in the long run.

(KSF) training base. The ATP tech school used to be known as the Delta Connection Academy in previous years. Brevard County's own flight college, Florida Institute of Technology, was oddly not present, being only 17 minutes to the south in Melbourne.

The 58th Airlift Squadron's Boeing C-17A "Rat Pack" Demo team was on hand with their Lot XI Globemaster III, 99-0062, which was christened "Spirit of the Hump" during its days serv-

Aerosim Flight Academy flew in two of its fleet of Cirrus SR-22's into the box for a few minutes from its Orlando Sanford Airport

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# REPORTS FROM THE FIELD

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

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

# *Little Rock AFB Airshow - Little Rock, AR*

*Photos by Angelo Aldrighetti*







# MCAS Miramar Airshow

## MCAS Miramar, CA

Article and Photos by Christopher Roberts

The skies above Marine Corps Air Station Miramar were busy again in the beginning of October as the world's largest military airshow brought hundreds of thousands of fans out to see the spectacle of flight. Being known as the world's largest military air

show, Miramar had to uphold their reputation again this year and they didn't disappoint, hosting demos from the four main branches of the U.S. Armed forces and the Royal Canadian Air Force. As with years past, the Miramar weather curse attempted to foil

another great Southern California weekend. A rare San Diego thunderstorm managed to cut practice short on Thursday and heavy fog forced the cancellation of the first half of the Friday and Sunday shows. But nonetheless the crowds were still entertained in Fighertown, USA.

The 2010 air show was conveniently broken up into civilian flying in the morning and military (with the lone exception of Sean D. Tucker) demos in the afternoon. As mentioned before, Miramar's bad luck with weather continued on Friday and Sunday and no civilian acts flew in the morning on those days. However, conditions were perfect on Saturday for those pilots to showcase their skills to the largest crowd of the weekend. The morning program was highlighted by long time Miramar air show veteran John Collver flying his AT-6 Texan named "WarDog". Collver's vintage 1944 AT-6 was used to train military pilots during and after WWII, and was at one time stationed at Miramar while in military service. Miramar was treated to two AT-6 flights this year when Bill Leff flew next in his polished aluminum AT-6 Texan.

The afternoon section of the show started with the United States Army's Golden Knights

jumping from their Fokker C-31A Troopship. The United States Marine Corps band played the National Anthem and marched away to the Marines' Hymn with all Marines, past and present, standing at attention as the band passed by. Shortly after the Marines had impressed the crowd with their music they blew the crowd away with their firepower in the MAGTF demo. The Marine Air-Ground Task Force Demonstration displays the coordinated use of close air support, armor, artillery, and infantry forces. The demo includes F/A-18 Hornets, AV-8B Harriers, KC-130 Hercules, CH-53 Super Stallions, CH-46 Sea Knights, AH-1W Super Cobras, and UH-1N Iroquois/Twin Hueys. In addition to the line up this year, three new comers were added to the MAGTF lineup in the AH-1Z Viper, UH-1Y Venom, and the MV-22 Osprey. The appearance of the Ospreys coincides with the arrival of the aircraft to Miramar. The first Osprey to be based at MCAS Miramar landed in December of 2009, and the base is slated to receive up to 100 Ospreys in the future. After 30 minutes of high intensity Hoorah from the United States Marine Corp, the United States Air Force showed their stuff with the F-16 Viper West team from Hill AFB, Utah. Major David "Booster" Graham tore up the Miramar skies for the second year in a row, and Master Sergeant Carl "Opi" Falcione got the crowd pumped up with his enthusiastic narration. After Booster was done tearing up the skies it



was the United States Navy's turn to show off their F/A-18F Super Hornet. The Flying Eagles of VFA-122 from NAS Lemoore, California made the trip down to Miramar after being absent from the 2009 show. The highlight of the Rhino's demo this year was its .99 Mach high speed pass achieved during the Friday show. The Superbug finished up its demo by performing a Legacy Flight with an F4U Corsair.

Next the only civilian performer in the afternoon section of the show, Sean D. Tucker, took to the skies above San Diego. Tucker has been a regular at Miramar before the Marines took the base over in 1999. Tucker flies his custom made Red Oracle Challenger

III, and some of the highlights of his demo are the triple ribbon cut and the Harrier pass. Not to be outdone, the Marine Corps hosts put up their AV-8B Harrier jump jet. On Friday, the Marines of VMA-311 "Tomcats", based out of Yuma, Arizona flew their CAG bird, and as always the extremely loud vertical landing is a crowd favorite at Miramar. Next, and not to be outdone by the other services, the Air Force put up its front line 5th generation fighter, the F-22 Raptor. Major David "Zeke" Skalicky brought the Raptor back to Miramar after a one year hiatus and wowed the hundreds of thousands of people who came to see the best that the United States military has to offer. After Zeke





was done burning up the Southern California skies, he slowed it down a bit to fly in the USAF Heritage Flight with Major Graham in the F-16 and Planes of Fame museum P-51 "Wee Willy 2".

After the single ship demos were done it, was time for the demo teams to take to the air. First to lead off was the Canadian Forces Snowbirds. This was the second consecutive year that the Snowbirds traveled down to MCAS Miramar. The Snowbirds fly nine CT-114 Tutors, and pride themselves in their precision flying which includes dozens of formation changes throughout the demo.

To finish up the show, the United States Blue Angels put their blue and gold jets into the sunny Southern California skies. For the past few years, the Miramar show has been a sort of homecoming for some of the team. Starting off with Fat Albert, Captain Benjamin Blanton is from Southern California and attended nearby University of California San Diego. Blanton and the all Marine Corps crew flew an amazing 10 minute demo which includes a high angle take-off and a steep approach to landing. In addition to Captain Blanton, three other Blue Angels were welcomed home by many friends and family packed into the VIP section of the air show. Blue Angel #8 Lt. Amy Tomlinson grew up in the city of Carlsbad just north of Miramar and was a 1996 graduate of San Dieguito High. Blue Angel #2 Lieutenant Commander Jim Tomaszeski graduated from near-



by Coronado High School in 1997. Finally, the slot pilot and only Marine representative on the jet team, #4 Maj. Chris Collins considers San Diego home. Prior to joining the Blues in 2009, Collins had served eight years at MCAS Miramar, and has a home within a few miles of the base. Collins and Tomaszeski joined the other four Blues and flew an amazing show all three days.

The 2010 MCAS Miramar Air show was definitely one of the best shows in recent memory. The Marines pulled out all the stops and welcomed hundreds of thousands of people from not only just Southern California but all of the United States and the world. The Marines will have to work hard to repeat their success of 2010, but they will be up to the challenge and 2011 should be even better.



*Fort Worth Alliance Airshow*  
*Fort Worth, TX*



Brandon Thetford



Andy Nixon



Andy Nixon



Andy Nixon  
Andy Nixon



Brandon Thetford



Brandon Thetford



Andy Nixon



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Andy Nixon

# Aviation Nation - Nellis AFB, NV



Hank Plumley



Hank Plumley



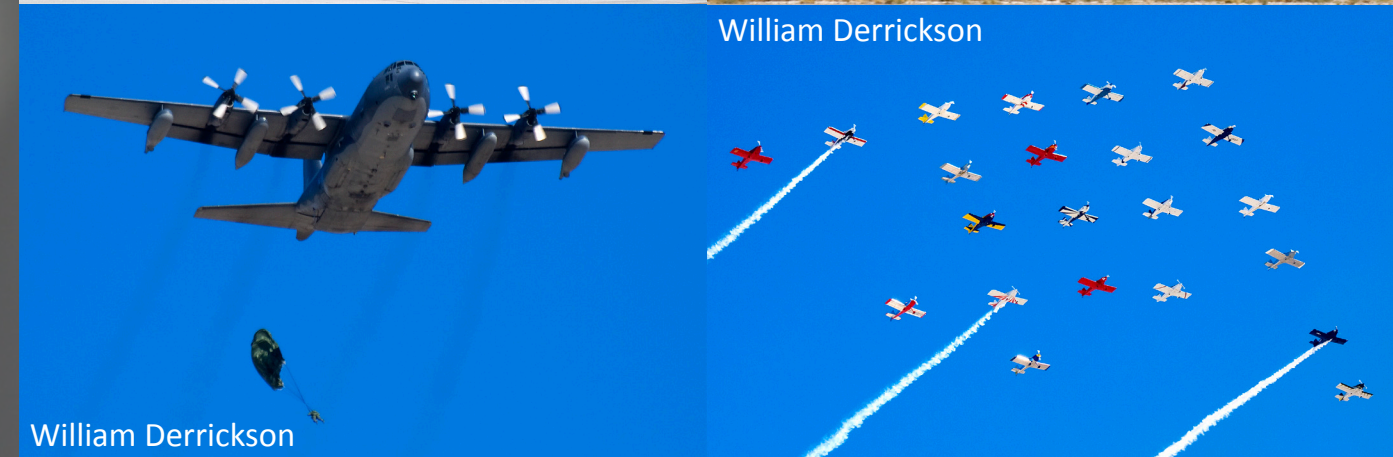
Hank Plumley



William Derrickson



William Derrickson



William Derrickson

William Derrickson







William Derrickson



William Derrickson



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William Derrickson



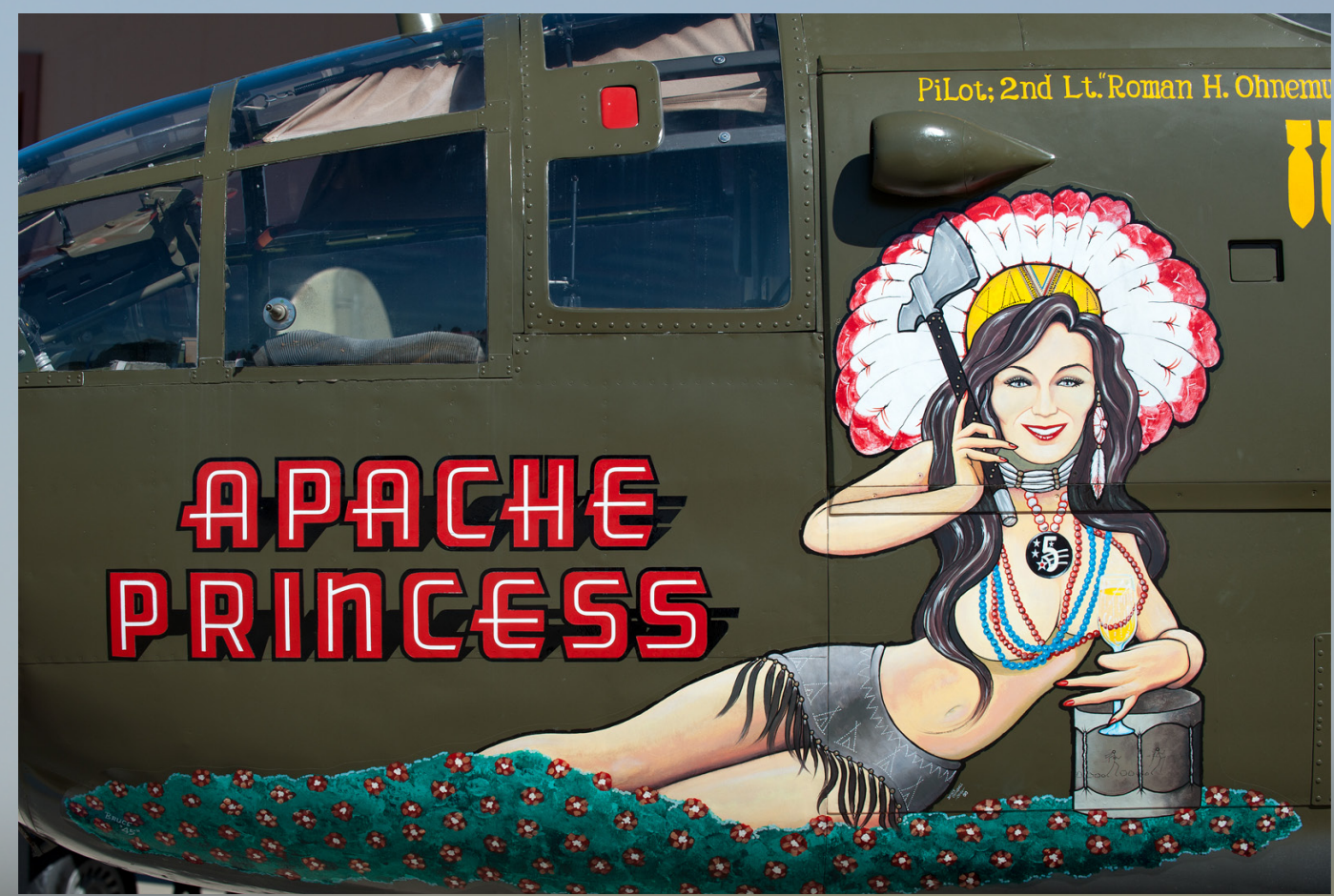
William Derrickson



William Derrickson

# Fantasy of Flight's Roar n' Soar Polk City, FL

Photos by Charlie Lai







***Thanks for Reading!***