

# AirshowStuff

*Magazine*

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October 2010

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# AirshowStuff

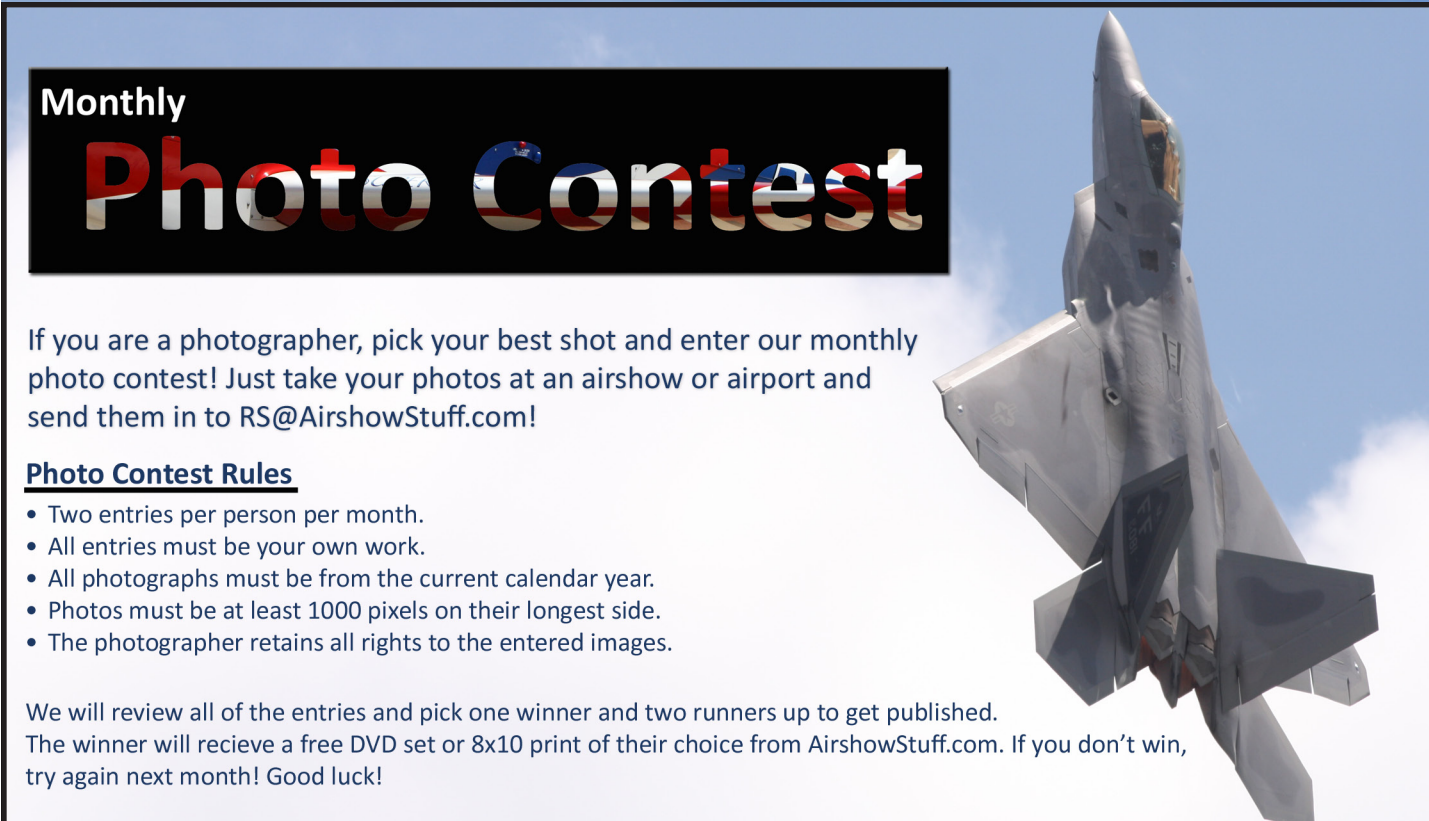
Magazine

October 2010

## Cover Photo

A B-1B Lancer sits on static display at the Wings Over Whiteman Airshow.  
Photo by Jeremy Hampton. For more, see page 88.

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Monthly

## Photo Contest

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

### Photo Contest Rules

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

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

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



### See yourself here!

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

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### Thanks to those who contributed to this issue!

- |                    |                  |
|--------------------|------------------|
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| Nate Burrows       | Ricky Matthews   |
| William Derrickson | Andy Nixon       |
| Jenny Forsythe     | Ryan Orshinsky   |
| Chad Grosvenor     | Joe Osciak       |
| Jeremy Hampton     | Tom Pawlesh      |
| Mark Hrutkay       | Michael Pentrak  |
| David Jacobson     | Fred Shabec      |
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## Let's talk about YOU



Ryan Grantonic

Article by Jenny Forsythe - American Barnstormer Wingwalking Team

Walt and I traveled to two Canadian shows this year and we took note of a rather different collective crowd attitude. In both cases, the weather on at least one of the days was far from optimal, and through experience, we have come to expect a very serious and obvious decrease in show attendance on such days. Though there was undoubtedly a decrease in attendance at these two shows on the bad day, we were actually quite pleasantly surprised to see that it was not as sharp as what we had become accustomed to.

I have no idea whether this can be attributed to the hardiness of Canadians when it comes to the weather they're used to or what, but it certainly caught our attention and impressed the heck out of us. We first saw this phenomenon at CFB Borden where

the temps dipped into the fifties (Fahrenheit) on Sunday. Though we were flying from a remote location, and I of course didn't have my glasses on, I could certainly still see a mass of people below that was far larger than I had thought I would be seeing under such conditions. Though that kind of crowd turnout doesn't make our jobs in an open-cockpit plane, or out on the wing, any easier in the cool temps, it always makes our jobs more enjoyable.

Then we got to Windsor. Particular kudos goes out to those amazing souls at Windsor who not only showed up on an incredibly rainy day, but who stuck it out for the whole show. It was not the kind of rain that I would choose to be stuck in all day (wuss that I am), if I had the choice, but thousands of people did! Talk about

community spirit and making the best of an ugly day!

My hat also goes off to the people of Windsor who really seem to rally together and do what they can to help one another and those of us who were just visiting. A specific example: I saw from a posting on Facebook that a company whose property abuts the airport had invited their employees to view the show from there and enjoy a BBQ and a chance to enjoy each other's company – especially since many of them may not have been able to afford the show otherwise. That company (Jamieson Laboratories), realizing that this might take away from the gate earnings, donated a pretty nice sum of money to the show, stating that, "It is important that funds are raised so that you are able to offer this kind of show

year after year. As a community employer we understand and appreciate all that goes into making Windsor and Essex County a great place to live." How totally cool is that???

It was awesome to see a show that I would consider to be a "big" show by many standards still keep hold of its soul as a community event. Many shows tout themselves as community events, but I rarely see the proof of that statement as we did in this case.

cern earlier in the day, but come show time, the crowd line was full of enthusiastic folks, most from the surrounding areas, but some from several hours away, as well, who had heard about the event through the grapevine and couldn't resist checking it out for themselves. I've made it a habit to do my homework after each show we perform in and look for postings – in forums, blogs and other such sources – to see what

successful shows out there, regardless of how many people show up or how much they make at the gate. That is apparent in seeing these crowds in masses during bad weather, upon speaking with them at the flight line, and upon reading their honest reviews after the event is over.

It has been a true honor and a privilege to fly for all of you who have been supporting these kinds of true community events



Ryan Sundheimer

Speaking of community events, the crowd at the Red Stewart Airfield Annual Airshow is also worth mentioning. Though their masses are on a far different scale from the other shows I mentioned, they too exuded a true sense of community – all fostered by the outreach of the airport owners, staff and volunteers (including several well-known performers and other airshow professionals). High winds and cooler temps were a bit of a con-

the public thought of not just our act, but the event as a whole. Waynesville may not get the huge crowds or the big press that other shows get, but they sure did get a lot of great reviews from the people who attended – certainly more than the average "big" shows we attend.

It is becoming quite apparent to me that the shows that truly foster "community" at their event (not just use it as a catchy, empty word), are the most suc-

over the years... and it is all of you that I will miss as I make 2011 my year to say farewell to a big part of the airshow industry... But who knows, I might just run into you again at a small town show... sometime... somewhere...

Thanks again – and remember to be good to one another. One simple act of kindness can do amazing things!

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

# US Army Golden Knights



Over the past few weeks, some of our contributors have gotten special opportunities to get in the air with some great pilots and on some great planes. The following pages are dedicated to bringing you along with them through their wonderful photos! Thanks to everyone who made these flights possible.

For the second year in a row, the Golden Knights brought an AirshowStuff photographer up with them at the Cleveland National Airshow. **Tom Sundheimer** accompanied the team to 13,000 feet in their C-31 Troopship aircraft for their mass jump.



# Welcome Aboard

# Fat Albert Airlines

Article by Tom Sundheimer

Michael Pentrak

Riding on Fat Albert is like no other plane ride I've experienced. Having ridden over a million miles on commercial airliners over the past 20 years, I thought I had already experienced almost everything one can when riding on a big plane. Boy was I wrong.

After being escorted to Fat Albert's parking spot on the hot ramp, we were given a briefing on the overall procedure by the Flight Engineer, Gunnery Sergeant Ben "Chappy" Chapman, and told to feel free to look around, ask questions, and take pictures. Of course, everyone eagerly climbed into the cockpit to see where the magic happens.

The briefing from the pilot, Maj. Brendan Burks, was a rapid-fire second by second description of the takeoff, ascent, passes over the showline, and landing back at Cleveland's Burke Lakefront Airport. He compared it to the roller-coaster rides at nearby Cedar Point...on steroids! The ride would certainly not be a typical

airline ride. It wouldn't even be a standard C-130 flight that the military personnel riding with us had experienced before. It was going to be a showcase of the very limits of the C-130 aircraft, maneuvers used for entering and egressing from hostile environments, and evasive maneuvers to avoid enemy anti-aircraft fire.

We were introduced to the crew that would be accompanying us in the cargo bay during the

flight, including Loadmaster Staff Sergeant Tommy "Hot Sauce" Zurek and Staff Sergeant Christopher Bushnell, then strapped in to our seats. The seat belt sign would not be off on this flight!

The takeoff roll was nothing shocking until Maj. Burks pulled back hard on the controls to perform a maximum performance climb, and we felt the +2.5 G force of the C-130 leaving the airport below. Once we reached approxi-



Michael Pentrak



Michael Pentrak



mately 1,200 feet, he abruptly leveled off, causing a brief period of weightlessness. While recording video of the crew in the cargo bay floating in the negative gravity, I realized my SLR was floating near my ear and had to quickly put it back in my lap. As I looked over my shoulder during the first turn, all I could see were rooftops as we were flying low and fast at a 60 degree bank.

The first pass in front of the crowd line was a banana pass, after which we set up for the famous Fat Albert flat pass at about 350 knots, and then set up for the head-on pass over the crowd. Several minutes and abrupt turns later, just before we would normally be set up for the



Tom Sundheimer

tactical landing with a 45-degree approach angle, the load master went forward to look at engine #3. During the extreme banking and hard turns, it had developed low oil pressure and had to be

shut down as a precaution. As a result the landing was a conventional glide-slope approach. It was still a rather hard landing by airline standards, but routine for Faaaaaaaaaaaaaaaaaaat Albert!

*Fat Albert Airlines*

- Maj Brendan Burks*
- Capt Edward Jorge*
- Capt Ben Blanton*
- GySgt Ben Chapman*
- SSgt Jarred McIntosh*
- GySgt Adam Church*
- GySgt Joe Alley*
- SSgt Tommy Zurek*



Tom Sundheimer

# Warbirds On Parade Lancaster, TX



Article and Photos  
by Andy Nixon

The Commemorative Air Force's DFW Wing's "Warbirds on Parade" at Lancaster Municipal Airport in Lancaster, TX, hosted a large number of warbirds this year, including some notable ones like the CAF's B-24 "Ol'927", The Flight of the Phoenix Escadrille T-6 formation team, and the Cavanaugh Flight Museum's A-26 and Wildcat. This fly-in would be no different from any other CAF fly-in, except that Lancaster is also home to a second museum.

The Cold War Museum is home to one of the largest collections of Russian and Eastern block aircraft

and helicopters in the USA, and is located just across the ramp from the CAF DFW Wing. CWAM was able to fly two of their helicopters, the Mi-24 and Mi-2, and one of their L-39s during the show. After helping move planes around the field earlier that morning, I was invited aboard the Mi-2 for a photo flight with the Mi-24.

The Mi-2 is quite roomy for an eight place helicopter but is a rocky ride when trying to keep up with a Mi-24. The buffeting, combined with an exhaust pipe that happened be just above the window I was shooting out of, made

it an interesting, challenging, but fun experience. During the photo flight we did several passes with the Mi-24 and waited behind the crowd while the Hind did a couple low high speed passes.

The Cold War Air Museum is home to two Mi-24s, four Mi-2s, four L-29s, four L-39s, a CJ-6, a MiG-21 and a Mig-23, all of which are flying or are being made ready to fly. Special thanks to Jon Boede at the Cold War Air Museum for making it happen. For more information check out:

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







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# Flight of the Phoenix Escadrille



Andy Nixon was invited to fly with Flight of Phoenix Escadrille, a two to four ship T-6 formation group based out of the Flight of the Phoenix Museum in Gilmer, Texas.



# Chippie Aerobatics



Article and Photos by Ryan Orshinsky

On the morning of September 11th I was given the opportunity to ride along on a Yellow Bird formation training flight. For those who don't know, the Yellow Birds are the Canadian Historical Aircraft Association's formation

team, consisting of a 1941 Stearman and two deHavilland Chipmunks. Though not as exhilarating as the Canadian Harvard Aerobatic Team, they still hold a special place in many peoples hearts. From doing flyovers for many

local ceremonies and events to traveling throughout Ontario to participate in several different airshows, they do a fair share of flying throughout the year.

After a quick pilot briefing, myself and two other Lancaster crewmembers and were strapped into the three aircraft. I had the honor of flying in one of the Chipmunks with Ret. Col. Ron Holden, a former Canadian Air Force pilot. The three vintage aircraft roared to life and we were quickly on the move, swinging from side to side as we taxied to the runway. Once at the runway the pilots went through their pre-flight checks and the Colonel noticed a problem with a couple of the spark plugs on our engine. We had to return to the hanger while the other two Yellow Birds continued



on their way for their formation flight.

As soon as we returned, the Colonel went to work swapping out several of the spark plugs, doing a few checks and finally going through a couple engine run-ups. Everything was working fine and we were ready to take to the skies. By this time the two-plane formation had already landed and was returning to the hanger so he offered to take me up on a "regular" flight around Essex County. Again we taxied out to the runway but this time we were able to lift off. Once in the air we flew out towards Amherstburg, Ontario, this is when the Colonel told me, "hang on to your camera," as he pulled up into our first loop. What started as a formation flight, and then a "regular" flight, turned into my first aerobatic flight! As



we came out of the first loop he went into a series of rolls, and up into another loop pulling several G's before leveling off, doing a few tight turns and lining up to return to the airport. Though the flight lasted about 20 minutes it felt like it went by in a matter of seconds.

munk's capabilities don't come close to today's aerobatic aircraft, it was still an amazing first time experience; I can't wait to do it again!

Special thanks to Jim Wilson, Denis Schryer and especially Ron Holden for this opportunity!

Despite the fact that the Chip-



# DAV's "Panchito"



William Derrickson went up with the DAV's B-25 Mitchell bomber named "Panchito" at the 2010 Wings Over Pittsburgh Airshow. Operated by the Disabled American Veterans organization, "Panchito" is actually a WWII veteran herself. She was stationed in the Central Pacific during the war and participated in attacks against Japanese Forces. Today she flies to bring awareness to disabled veterans and remind the public of their sacrifices.







First Place - Jeremy Hampton (18 points)

Third Place - Tom Pawlesh (11 points)



Second Place - Melanie Lee (12 points)



## Monthly Photo Contest

Congratulations to the unanimous winner of the October photo contest - Jeremy Hampton! 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 - Shawn Yost (9 points)

Fifth Place - Shawn Yost (8 points)



# Cleveland National Airshow 2010



Shawn Yost

*Article by Shawn Yost*

In northern Ohio, Labor Day weekend is synonymous with the Cleveland National Airshow. The United States Navy's Blue Angels returned to headline the three day event. The world's premiere jet demonstration team rocked Cleveland along with an A-list supporting cast of aviation's finest civilian and military performers!

Additional performers included the United State Army Parachute Team the Golden Knights, The Red Eagles, Gene Soucy, Teresa Stokes, HH-65C Dolphin SAR demo, Shockwave, F-15E Strike Eagle, and the F/A-18F Super Hornet West Coast demo team. Warbirds included the Collings Foundation's F4U-5 Corsair, Yankee Air Museum's B-17G "Yankee Lady" and the Tora 101 replica Zero.

Notable static display aircraft included a C-27 Spartan and an E/A-18G Growler. The C-27 was one of the first of it's type delivered to the United States Army, and will be stationed in Mansfield, Ohio. The Spartan is designed to be an inter-theatre transport for loads that are too large for a helicopter, but too small to warrant the use of a C-130. The E/A-18G

Growler is the Navy's newest aircraft and is an electronic countermeasures aircraft. The airframe is a variant of Boeing's F/A-18F Super Hornet. The Growler is now replacing the EA-6B Prowler on the decks of the fleet, and will be America's primary electronic countermeasures aircraft for at least the next decade.

Attendance was high for the



Shawn Yost

show despite less than ideal weather conditions on Saturday and Monday. Saturday's weather included heavy rain and winds in excess of 45 MPH across the runway; safety concerns delayed the start of the show, but all of the performers were able to fly once the winds subsided, except for the Golden Knights.

In aviation's golden era, Cleveland hosted the national air races, and was considered the Indianapolis 500 of aviation events. World War II put the races on hold, and they moved to Reno shortly after the war. Cleveland began hosting an airshow in 1964 and the event is considered one of the nation's finest airshows. Cleveland's gem will return in 2011, and will feature the United States Air Force's Thunderbirds as the headline act. Details can be obtained from the airshow website:

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



Robert Malicki



Shawn Yost



Michael Pentrak







Shawn Yost



Michael Pentrak



Ryan Sundheimer



Shawn Yost



Ryan Sundheimer



Ryan Sundheimer



Robert Malicki



Michael Pentrak



Shawn Yost



Robert Malicki

# International Sanicole Airshow



Peter Steehouwer

Article by Dennis Vos

With a whopping 30.000 people attending this years edition it's likely that this show is one of the bigger airshows here in Europe. Even so, it is the only Belgian airshow that is organized on a commercial and civilian level only. This year the organization realized a special sunset show for the first time, which was (with a little bit of help from the weather) a show to be remembered for quite some time.

I know that there are will be some readers that don't know what I'm talking about, so here is a little bit of history of this airshow for you all. The Sanicole airshow began in the late 70's as more of

a festival with some flybys , but progressed into a real airshow in the 80's.

Due to some unfortunate accidents at other airshows in Europe, the number of shows in Belgium decreased drastically because of the increasing safety measures that were being set to get the shows safe again. Due to the safety record and the safety management at the Sanicole airshow, it's the only one left in the country. In all these years Sanicole evolved into an airshow that can't be missed.

Sanicole keeps getting better and better and this years line up was one that you don't see a lot.

Where can you see four Hawker Hunters in formation and a TAH-1 Cobra? Only here of course! So the journey started for me at 8 o'clock in the morning for a trip of roughly 150 KM towards the show grounds. After one and a half hours of driving, I arrived for a full day of aircraft and displays which I really looked forward to. I was excited to see a four ship Hawker Hunter display team called the Vipers, the Matadors, which is a display team formed by Red Bull Air Race pilots Paul Bonhomme and Steve Jones, and last but not least the wonderfully painted Cobra from the "Red Bull Air Force" in Switzerland. This years show had

Peter Steehouwer



a theme of "it takes two", so there were a lot of duo teams including some teams I've never seen perform before.

The show started with Chris-

tian Moulec and his geese. Yes you are reading it right! This man has a flock of geese beside and behind his Ultra light. If you see him fly with his geese it gives you

another perspective of formation flying. Forget the Thunderbirds or Blue Angels, this is the real deal. After that the Extra 300 and AN-2 flew their demo. These aircraft are so different, but are both actually very agile in the air. Then it was time for a little homebuilt aircraft called the Verhees Delta. This aircraft is a homebuilt aircraft and is actually not more than a flying wing with a stabilizer on top. The agility of this particular aircraft really amazed me, but it's display was a bit to short to see the full ability of this aircraft.

The next display, flown by a Yak-52, was quite exciting to watch. It started pretty high but



Peter Steehouwer

it gives you a nice perspective of a real energetic display. Slowly coming down to earth with some nice low passes at the end. The Belgian Air Force was also present in the form of an Augusta A-109 and a Westland Sea King. Both displayed their full capabilities. There was also a civilian formation team called the Victors. They fly five Piper PA28's and they are very clean in their formations. It was really cool to see five of these general aviation aircraft doing various formations and even a palm break in the end.

A Messerschmitt Me-208 Tai-fun also flew. It's quite strange to know that this aircraft was actually made before the Me-109 and was a trainer for these aircraft. You do see the specific 109 lines in this aircraft, especially the aft section. The Canadian Skyhawks also were present during this airshow and did two routines. Their display really amazed me and showed what you can do while skydiving.

Four F-16s flew by, including a nice topside pass with the four aircraft in a diamond formation. A P-51 couldn't skip this airshow and preformed some heritage passes with another F-16 on it's wing. When the F-16 departed the formation and shot straight into the sky, the demo went on with some nice solo flying of this wonderful piece of engineering. The next participants were the Flamant Duo, flying Dassault Flamants. The Flamant is a light transport aircraft for the French Air Force.

Team Viper made their first public appearance with their new formation of four Hawker Hunters. This was an amazing sight for me, a young guy who didn't see these planes in active service. When the narrator said they are planning to expand to six Hunters I couldn't believe what I was hearing. I really hope to see them next year at the RNLAf Open Days. The B-17 "Sally B" also made an appearance after a couple of years of absence due to some en-

gine trouble. It was a nice sight to see this majestic beast do her thing. Breitling was also present with two teams, the Breitling Jet Team and Breitling Wing Walkers. The jet team is an aerobatic team with seven L-39's and they fly all over Europe. It was my frist time seeing them in their new colors and with flares. The Breitling Wingwalkers are a different kind of team and one that is unique in Europe. They not only display their wingwalking skills, but they



Peter Steehouwer



Dennis Vos



Dennis Vos



Dennis Vos



Dennis Vos



Dennis Vos



Dennis Vos



Dennis Vos  
Peter Steehouwer



Dennis Vos



do it in formation!

The weather slowly became better and a bit warmer. Unfortunately the last acts were going to start and then it would be all over. Of course they did save the best for last. First was the Cobra, which gave a really nice and tight demonstration. This is the first time I've seen it in action. Then it was time for the RNLAf Apache. It was good to see that they were allowed to work with their flares again. The show really had a silver lining because they did also a formation flight with the Belgian F-16 demo. The Turkish Stars flew their full display for the show finale.

I would like to say thanks to the whole Sanicole team for their hospitality and fantastic show. I hope to see them next year.

Dennis Vos



Dennis Vos





# The Reno Race That Wasn't

Article and Photos by Mark Hrutkay

The National Championship Air Races at Reno in 2010 did something they never did in the past and that was to cancel the final races in several classes. There always seems to be some wind at Reno and on Sunday, there was a lot. The winds were hitting 30kts at Stead Field.

The problem showed up as the Silver Unlimited Heat racers were landing. They landed on a crosswind runway, instead of landing in front of the crowd. That was formerly a strip used for emergencies and had finally gotten the center repaved in the past year.

The jet race went on and was won by Curt Brown, a Space Shuttle Pilot

with six missions under his belt, in the L-29 Viper with a speed of 515.582 MPH. The next race was the T-6 Gold, and it was canceled because of the high winds. Dennis Buehn who was the winner on Saturday was declared the Champion with a speed of 241.247MPH.

The decision to cancel was made based on the limited number of runways available. If one was closed because of a crash, then there would be real problems. There was a perpendicular crosswind on 26 which was high enough to exceed the capability of most of the planes. The racers carry a very limited amount of fuel and di-

verting to another airport could have been hazardous.

They still held the Super Sport race, which was won by Mike Dacy in his Questair Venture at 374.052 MPH. The Super Sport Class was the most interesting this year. Jon Sharp stayed home with the Nemesis NXT which had previously dominated the class. Last year Jon was fast enough to have taken second place in the Silver Unlimited race with the Nemesis NXT. Initially it looked as though Kevin Eldredge had a lock on the class with his #42 Nemesis NXT "Relentless", until disaster struck. He lost the engine and the prop (and the prop actually came off the airplane), though his superior flying skills, Kevin was able to get Relentless back on the ground. The engine was a total loss with some airframe damage and he was out of the race.

This race also made photographic news all over the web when the Thunder Mustang

flown by George Giboney lost an engine and had to make an emergency landing. He overshot or touched down near the far end of the runway and the wind caught him. The Thunder Mustang cartwheeled and came apart right in front of the crowd. Things looked

grim for George and most people thought he was a goner. He wasn't and he did survive a spectacular crash (if you can really call any crash spectacular) with the total loss of the plane. That particular Mustang had the canopy replaced with a turtledeck and it



had wingtips that looked like the full sized P-51 racers used. To say it was one of the more interesting planes at the race was an understatement. It was really spectacular and its loss was a real shame.

That accident pretty much made the final decision to cancel the Unlimited Gold Race. The racers had all been towed out in front of the grandstands and they were ready to go when the Mustang crashed. The race was cancelled and that was the end of the week.

The Unlimited winner was based on Saturday's results and it was Steve Hinton, Jr. in Strega at 473.437 MPH. Strega was flying well and Steve managed to turn several laps over 500 MPH.

For the Rare Bear fans, they had some problems with the landing gear (right side up locks not

fully engaging to keep the doors closed) and they didn't perform as well as they might have in the qualifying races. Unfortunately this year winning everything was very important. But then, who would have known. Team owner Rod Lewis will be back next year with the Bear for a better performance. Speaking of Rod, he flew his rookie races in the TigerCat this year. Another rookie this year was Chuck Greenhill who brought in two of his P-51s to race.

The Frasca family allowed their replica FW-190 to attend the races and this was its public debut after being plagued with cooling problems. It was a very popular "racer" although it ended up spending a lot of time in the pits on jacks with a wheel off and what looked like brake problems.

The pit next to it was occupied by another old warbird family, the Pauls from Idaho. Last year they brought both of the P-40s which made for some really interesting photo ops. I got to speak to John Paul Jr. about it and he told me that the amount of work that goes into bringing both P-40s and keeping them flying was huge, so they left one at home. John flew the "ParrotHead" as its known and did very well beating out P-51s and a Corsair. That is a great performance from a stock P-40. John did hint that there may be a different racer in their future for next year. Trust me on this one; it will be interesting to say the least.

The Biplane Championship was won by Tom Aberle in the Phantom. The Phantom is a really slick composite biplane that



turned 250.808 MPH in the Championship Race. That plane did laps in excess of 260 MPH in other heats. When we were out taking pictures at the pylons, it was actually scary to see Tom in this plane. He was SO MUCH FASTER than everyone else, that I really thought there was a legitimate risk of him running another plane over. In one heat, I watched and I think he lapped everyone except the plane in second place, and that is in a six lap race. Now that is fast.

The Formula One Championship was won by Steve Senegal in "Endeavor" at 248.022 MPH.

Along with the races is an airshow and the military jet team was the Canadian Snowbirds, who put on a fantastic show. If you have never seen them, their show

is something that is very different than the Thunderbirds or Blue Angels. They fly with more airplanes in formation and do some maneuvers that are simply different. They were a nice change of pace. Of course we had Kent Pietsch in the Jelly Belly Interstate Cadet flying another superb show. Kent has won quite a few awards for being a master showman as well as a master pilot and it always shows when he performs.

The Rolls-Royce Aviation Heritage Trophy is another event which is unique to Reno. It's an invitation only event which gathers really nice airplanes together to be judged, not only on condition but on historical significance. I believe it also takes into consideration if an airplane is restored

to its "original" condition. Such as an airplane restored to the real colors and condition it was in at a specific point in time will be more valuable than one that was restored to "represent" an airplane (IE a fighter that was actually flown by an ace is given more weight than one that is painted like the ace's plane). The difficult part for me to understand is how they manage to juggle the historical significance along with the variety of aircraft entered. They ranged from a Corsair to a DC-2 to a TA-4 Skyhawk to a Grumman Widgeon and a Chipmunk, and no two even close to alike in size and complexity.

The 2009 overall winner was an SNJ-5C restored by Chuck Wahl of Cameron Park, CA. Chuck did







low the airflow to go supersonic during pullouts from high speed dives. There were four of these airplanes and this one is the last one left. If it wasn't for Bill Allmon, well, it would be simply another Mustang and its role in history would be lost forever.

This is old news in a way, but Al Goss died on March 17, 2010 in a tragic accident in his T-6 "Warlock" which also took the life of Steve Ballard. The Warlock Team raced for many years and was very successful. This tragedy was not race related but Al was a much loved member of the Reno Family and will be missed.

Another tragedy happened that was just as significant. There are a lot and I mean a lot of volunteers who make the races happen.



The pylon judges keep track of the planes and their positions for scoring. Dave Brown was a judge who was working his 20th year at the Reno Races and he collapsed. Despite efforts to revive him, he was lost. Our condolences go out to the families of Al Goss, Steve

Ballard, and David Brown, and we wish them godspeed.

With the ups and downs, the races this year were very interesting. Next year will probably be better. This is the time to mark the calendar for September 14-18 2011 and plan on being there.

the work himself and this has to be the finest SNJ in the world; if they were only that beautiful when they made them during WWII. This airplane was on display as a returning champion.

This year's overall winner was an interesting airplane, it was NACA 127, a P-51D Mustang owned by Bill Allmon of Las Ve-

gas. I first saw that airplane in 1974 in Pittsburgh at the ANG base on a pole. Bill acquired it and John Muszala restored it back in 1998, when it was Grand Champion at the EAA Convention at Oshkosh. It still looks as nice as it did back then and won the Heritage Trophy this year. This airplane is something special. Bill could have

restored it as another P-51, but he didn't. NACA 127 was a flying wind tunnel for all practical purposes and gathered data on airfoils and transonic flight. It's outfitted with drum recorders in the gunbays, probes sticking out of the wings and special instruments. There are even plates on the top of the wings that al-



Top-Left: A pair of Grumman F7F Tigercats and pair of Lockheed P-38 Lightnings bask under the Nevada desert sun.

Bottom-Left: The modified P-51 Mustang "The Galloping Ghost" races across the sky.

Above: Bill Allmon's P-51D Mustang in NACA colors won this year's Rolls-Royce Aviation Heritage Trophy.





Chris Adolor

# NAS OCEANA AIRSHOW 2010

Article by Shawn Yost



Shawn Yost



Chris Adolor



Chris Adolor



Chris Adolor

On the weekend of September 17-19, NAS Oceana opened their doors to the public for their annual airshow. The Oceana airshow is considered by many to be the premiere military airshow held on the East Coast. The sound of freedom roared overhead as the Navy and Air Force demonstrated America's finest aircraft.

The Navy's Blue Angels headlined the show along with military performances by the F-22 Raptor, F/A-18C Hornet, F/A-18F Super Hornet, E-2 Hawkeye, and F-16 Viper (West). The British Red Devils parachute team also performed. Civilian performances included The Horsemen, Matt Chapman, Bob Carlton, Team MS760, Wounded Warrior Project, and Bill Neff. The impressive Shockwave jet truck also made several runs in excess of 350 MPH. Highlights of the show included the fleet air power demonstration and fleet formation fly-by.

The fleet air power demonstration consisted of an in-flight refueling demonstration between two Super Hornets from VFA-31 Tomcatters, two simulated air-to-air combat engagements between legacy Hornets flown by VFC-12 "Omars" and Super Hornets piloted by VFA-31, and simulated bombing and strafing runs by Super Hornets from VFA-31 and VFA-154 "Pukin' Dogs" with pyrotechnics. The fleet demonstration concluded with a delta formation of six Super Hornets from VFA-31 and VFA-154.

Two Oceana based Hornet demo teams flew individual dem-

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Joe Osciak



Joe Osciak



Chris Adolor



Shawn Yost



Chris Adolor



onstrations. The Super Hornet demonstration concluded with a legacy flight flown with the Colling's Foundation F4U-5 Corsair. Not to be out done, the Air Force F-16 Viper West Coast team performed along with the F-22A Raptor. Both aircraft also participated in the Heritage Flight, flying formation with two P-51 Mustangs. Saturday's Raptor demo was cut short due to safety reasons. The aircraft computer illuminated a mechanical failure warning light and the aircraft immediately returned the short distance home to Langley AFB.

Chris Adolor  
Ricky Matthews



Shawn Yost



Shawn Yost



"Fat Albert," the Blue Angels' C-130 Hercules support aircraft, opened their performance and set the stage for the teams' six legacy Hornets. The team is in their 22nd year flying the F/A-18 Hornet, and the display remains impressive to this day. The formations were well executed, and the solo opposing maneuvers well-timed. The team's reputation as the world's premiere jet team is easily understood.

In 2011, the Navy will be celebrating the 100th anniversary of Naval Aviation, and Oceana is gearing up for another spectacular event. The 2011 date is scheduled for September 23-25.



Chris Adolor



Chris Adolor



Chris Adolor



Chris Adolor



Chris Adolor  
Ricky Matthews



Chris Adolor



Joe Osciak  
Shawn Yost



Joe Osciak

Joe Osciak  
Ricky Matthews



Joe Osciak

# California Capital Airshow



Article and Photos  
by Steve Klett

For the last three years I've attended Sacramento's Capital Airshow, and have generally been quite pleased with the show. However, this year's lineup did not include the Blue Angels or Thunderbirds and I contemplated—briefly—skipping it. That would have been a huge mistake, as the show organizers pulled a couple sweet surprises out of their sleeves in the form of a mini-“Gathering of Lightnings” and some truly special show access that made this year's event one to remember.

The show's original goal was to have all flying P-38s in the world in attendance (I believe there are eight), and six were officially announced as confirmed attendees several weeks prior to the event. Despite intense efforts to make this happen—right up to the day before the show—this number became five, with one P-38 dropping out due to fiscal reasons. Still, the opportunity to see five P-38s in the air at the same show is very rare, and this made up for the lack of the traditional headliner military demo acts, judging by the sold out crowds for each of the two days of the show, which kicked off on September 11th.

The Capital show was also the only venue in the greater Bay area where you could see the F-22A Demo Team show off the Air Force's crown jewel; the rest of the strong lineup included an F/A-18C demo, Patriots jet demonstration team, B-2A Spirit, T-38 Talon, U-2 fly-bys, C-5B Galaxy, C-17A Globemaster III, KC-10 Extender fly-bys, a slew of civilian aerobatic routines, and the one and only Robosaurus, always a huge hit with the kids.



The stable of civilian aerobatic performers on hand to strut their collective stuff included Michael Goulian, John Klatt (perhaps the owner of the most-crippling handshake), Melissa Pemberton, Tim Decker, and Kent Pietsch. I have a tremendous amount of respect and admiration for these acts and their respective flying abilities, which are truly something to see. However, this portion of the lineup was really bordering on overkill, with too much similarity between the acts.

and special parking. I arrived at the appointed meeting spot early on Thursday morning, eagerly anticipating my first opportunity to photograph a B-52 in flight (one was scheduled to arrive Thursday for static display during the show), and from the end of the runway no less! Anticipation turned to frustration as the B-52 arrived a bit early, and the Photo Tour organizers were off to a bit of a late and somewhat confused start. We could only watch in dismay as the Buff

this type of endeavor and it will only improve in the coming years if they keep it going (and I do hope that they do). It was also ironic that very little of the expected arrival activity happened on Thursday; so there we were, sat at the best photo position on the field all day in the hot sun, with very little to shoot! However, it was quite memorable to be 30 yards from the runway when the C-5 came in...and then there were the P-38s.

With sunlight fading fast we



As the Lightnings were due to arrive on the Thursday afternoon before the show, I decided to take advantage of the inaugural Photo Tour for that day, which promised "unheard of" photo access. The tour included Thursday's arrival day through Monday's departure day for \$100 a day. This price covered special shooting locations adjacent to the main runway at Mather, food/drink, access to the ramp on Friday afternoon after the show practice and earlier than the general public on both show days, air show admittance,

did several touch and go's (right in front of the unoccupied Photo Tour pit, as it turned out) and then landed with its chute deployed in perfect morning light. Ah well, there's always next year, right? It's important to note here that while the Photo Tour had some fairly significant issues out of the gate—not enough transportation being the most problematic—the organizers really worked hard to improve each day and tried their best to be accommodating and make it worthwhile. It took a lot of effort to get FAA clearance for

were worried that they would not arrive in time to be photographed, but about 15 minutes before the sun dipped below the horizon, they arrived and proceeded to do a fly-by and then land directly in front of the photo pit in absolutely gorgeous light. Day saved! The group was down one however, with "23 Skidoo" effectively "pulling a hammy" on the flight up from Chino and having to abort for apparently lengthy repairs. Regardless, it was still a very magical 15 minutes as "Glacier Girl", "Thoughts of Midnite",



“Ruff Stuff”, and “Allied Fighters” (with some stunning “Honey Bunny” pin-up nose art applied just for this show) touched down. Friday turned out to be a much busier arrival day, with the Raptor team arriving in the morning and performing an overhead pass and break, touch-and-gos, then landing directly in front of the Photo Tour pit. Participants were then

able to roam the flight line for the duration of the practice show, and freely roam the ramp after the practice, catching several unexpected late static arrivals. It was an odd show for the Raptor team I’ll bet—used to being the star of every show they attend, the most expensive jet fighter in existence was relegated to the role of second fiddle. The

P-38s were not just there to “look pretty”; they were there to put on a show! Steve Hinton thrilled the crowd with his legendary demonstration of the P-38s capabilities; “Ruff Stuff”, “Honey Bunny”, and “Thoughts of Midnite” went up simultaneously and performed several high-speed passes along the flight line; “Glacier Girl” and “Thoughts of Midnite” helped cap

off the day’s events in the USAF Heritage Flight with the F-22. Without the P-38s, this year’s Capital Show really would have been a bit of a letdown. With them, it was a “once in a lifetime” type of show that will go down as one of Sacramento’s best. The rest of the performances were solid, but didn’t really “stand out”—with one exception: The Patriots.

I’ve seen this civilian jet demonstration team a few times now, consisting of six L-39 aircraft flown by an accomplished group of pilots that include Thunderbird veterans; they really seemed to kick their routine into overdrive for this show. Their routine included an array of very low and fast maneuvers that thrilled the record crowds and helped push the show

over the top. It was rumored that only four of the six would fly for the show. However, all six went up and the Patriots left no trick cards in their deck unplayed. It’ll be interesting to see what surprises the Capital Airshow wizards have in store for next year’s show—I’m already counting the days!





The California Capitol Airshow is held the weekend before the Reno Air Races in Sacramento, California. They use the Mather Airport, which used to be a SAC base and home of the B-52s that used to defend our country. Now UPS and FedEx use the field for freight operations.

The show has been going on for several years and this one was supposed to be special. The show was touted as having a gathering of P-38s, six in fact. The P-38s that were supposed to be there were well known by name: Thoughts of Midnite, Glacier Girl, Rough Stuff, Honey Bunny, 23 Skidoo, and Tangerine. The planes that were supposed to attend were in somewhat of a state of flux. Word came down that the funds couldn't be raised to pay for Tangerine to appear. The other five left Chino late Thursday afternoon and flew to Mather. On the way, 23 SkiDoo had engine problems and diverted to Fresno. The other four along with a P-51 arrived in Mather shortly before dark.

As the weekend progressed, the P-38s flew sporadically, and at one point there were all four flying. Mostly there were two or three flying at a time. Steve Hinton is an amazing pilot and really demonstrated the capability of the airplanes. Fortunately he is also a very skilled and knowledgeable mechanic and spent time working on the airplanes keeping them flying. Steve did aerobatics



and ultimately, flew a Heritage Flight with Kevin Eldredge in another P-38 and a F-22 Raptor.

Photography at the show was challenging at best. If you were on the normal side of the field, you were shooting into the sun for almost all of the day. Late in the day the sun shifted, and you could get some pictures of the last act or two. I got on the other side of the field with the "Photo Tour" so I had the sun at my back most of the day and the photos were better.

Photo tours as I know them pretty much originated with Tom and Kevin Walsh at the Thunder Over Michigan Airshow. The TOM tour is superb and very reasonably priced. Well, that didn't happen at Sacramento. The tour was more of a disaster. There weren't enough vehicles to move people across the field and there was little coordination with the tower to move the vehicles across the runway (like waiting for a plane on a 14 mile final to land and clear the runway before allowing the



van to cross), so opportunities to shoot things were missed while we waited. After the show, we came across the runway and had to walk back.

The tour was premium priced at \$500 for the event (general admission was \$15 a day) but it wouldn't have been as bad if there were actually six P-38s there or if it had at least been run well. I was unhappy to say the least, not to mention how much I hurt from it. Should you be thinking of taking the tour next year, I'd say pass on it.

The rest of the show was a bit on uneventful side. There was a lot of acro and military at the show. The military furnished a C-5, KC-10, C-17, T-38s, and a U-2. There was a B-2 and a U-2 flyby, as well as the F-22 and Super Hornet demos. Civilians flying were Michael Goulian, Tim Decker,



Melissa Pemberton, John Klatt, and Kent Pietsch. Kent was in his 1941 Interstate Cadet sponsored by Jelly Belly and put on his standard magnificent performance. Jelly Belly also had the trailer there selling candy (their factory is just down the road) as well as their sponsored P-51D and Stea-

rman. The P-51 would take second in the Silver Unlimited race at Reno the following week.

There were some outstanding aircraft on static display. Chuck Wahl lives in the area and brought his SNJ-5 which has won several national awards (Grand Champion at Oshkosh and the Heritage

Trophy at Reno). Also attending was the P-51 "Daddy's Girl" owned by Alan Rockey. This is another magnificent restoration done by Mike Vadeboncoeur at Midwest Aero. Mike has not only been hitting "home runs" with his airplanes, he's been putting the ball out of the park and setting a new standard every time he does an airplane. It was a real treat to see this airplane.

Overall, the show as okay. If you live in the area and want to attend, it's not bad. If you are thinking of traveling a great distance, I don't think it's a good way to invest your resources. I may be back next year; we'll see how our schedule works out.

To the credit of Steve Hinton and the Planes of Fame Museum, 23 SkiDoo, was repaired in less than a week and made an appearance with Glacier Girl at the Reno Air Races.



# 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!

# Brantford Charity Airshow - Brantford, ON

Photos by Shawn Yost



# Airpower Over The Midwest - Scott AFB, IL

Fred Shabec



Chad Grosvenor

Chad Grosvenor



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# Wings Over Pittsburgh - Pittsburgh, PA

Photos by William Derrickson







# Waukegan Airshow - Waukegan, IL

Photos by David Jacobson



# Kirksville Airshow - Kirksville, MO

Photos by Nate Burrows



# Fly Iowa Fly-In - Burlington, IA

Photos by Nate Burrows



# Ocean City Airshow - Ocean City, MD

Photos by Steven King



# Wings Over Whiteman - Whiteman AFB, MO



Chad Grosvenor

Chad Grosvenor



Jeremy Hampton



Chad Grosvenor

Jeremy Hampton





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Jeremy Hampton



Chad Grosvenor



Chad Grosvenor



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Jeremy Hampton

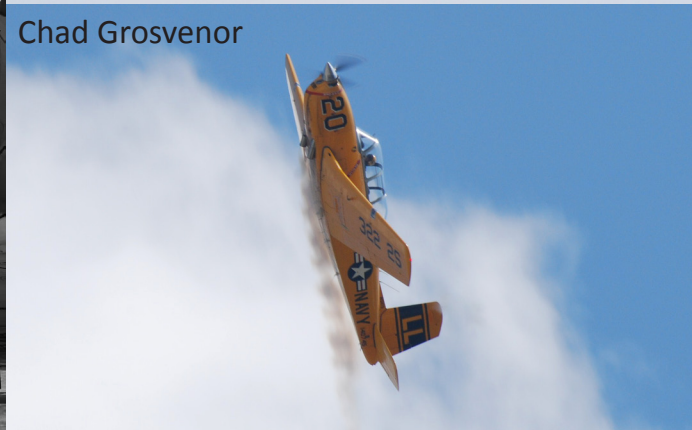


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Chad Grosvenor



Jeremy Hampton



Jeremy Hampton



Jeremy Hampton

# Rotorfest - West Chester, PA

Photos by Steven King







# *Biplanes and Zeppelins Airshow* *Virginia Beach, VA*

Photos by Ricky Matthews



*McConnell AFB Open House*  
*McConnell AFB, KS*



Jeremy Hampton



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Jeremy Hampton

Jeremy Hampton



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Jeremy Hampton



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Jeremy Hampton



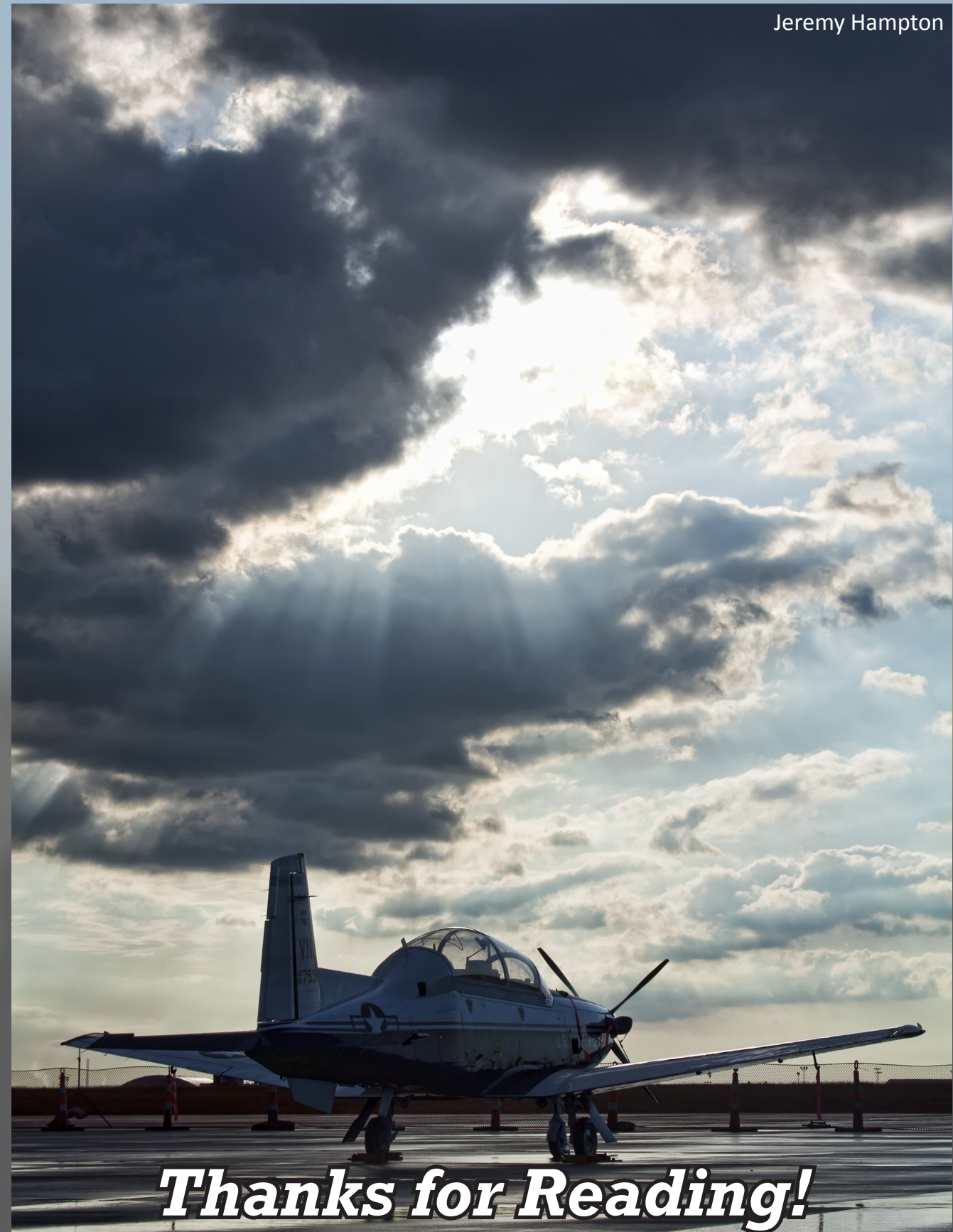
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***Thanks for Reading!***