

AirshowStuff

Magazine

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Cover Photo

This years CF-18 demo jet sports a paint scheme celebrating 100 years of flight in Canada. For more, see page 24.
Photo by Ryan Sundheimer.

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Monthly Photo Contest

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

Photo Contest Rules

- Two entries per person 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!

Our First Year!

What a year it has been! From our spur of the moment start in April to now a 93 page long issue, it has been a wonderful time. When I pitched the idea to a few friends, I had no idea that we would have dozens of people participating. Without them this would be a short issue indeed, and I thank everyone who has spent their time to help us out. I also want to thank the readers, who give us a reason to put the hours into this thing that we do.

In the first issue, I said that “I started this project with the goal of giving people a place to show off their work, and I hope it will serve this purpose in the months and years ahead.” I certainly believe it has done that so far, but that does not mean it is over yet! We are always on the lookout for new people to help out, so don’t think you’ve missed the boat.

Now that we have established a foundation, the goal turns to continuously improving how we bring you information about airshows and aviation in general. We plan to take the next few months of the off-season to try out some new things and revamp some current things. We will come back full force in February with our off-season special issue, with ideas for what to do when you can’t get your airshow fix, information on new acts and shows, and of course a ton of great photos.

So long for this year, we’ll see you next season and I can’t wait to see what it holds for us!

Ryan Sundheimer
Editor

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, e-mail us at **RS@AirshowStuff.com**. We’d love to have you!

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Thanks to those who submitted to this issue!

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The Season in Review...

Article by Jenny Forsythe - American Barnstormer Wingwalking Team
Photos by Tyson Rininger

Who would have ever thought we'd come this far in a year? We inaugurated a new teammate who has truly stepped up to the plate in so many ways, we found our summer home-away-from-home where taildraggers rule the skies, Walt had a reunion with a DC-3 he flew 40+ years ago, and we even finally initiated the comedy costume I'll be wearing (or shall I say losing) in shows next season (more to come on that in the special off season issue). And despite the weather which was

certainly much more of a challenge this year for each of the shows we performed in – from 30 knot crosswinds that really kept us on our toes to pouring down rain that shut down a show day completely before we even left the hotel for briefing – we forged on and learned more ways to make the best of a rainy day.

Of course, it's been great fun to be more involved with the media this year, as well – from being the centerspread photo/article in WAN early this season to hav-

ing the opportunity to work with Ryan Sundheimer and Airshow-Stuff.com, both with the onboard video camera at St. Thomas, as well as in this monthly column of "Jenny's Journal" where I get to share a variety of airshow experiences with everyone else who is just as crazy about airshows as we are! And having our team make the cover of the ICAS Industry Guide was pretty darn cool, too – especially since we left that as a surprise for Walt to find out when he received it in the mail.

As for long-lasting memories made this year, I think I know what Tyson would say was one of his most memorable moments from the season, and an experience he won't soon forget: seeing Mississippi's capitol building upside down while hanging from the javelin at 1500' during a practice run. For me, the new experience that I feel I learned a lot from was one that also took place in Jackson, MS. After Saturday's show, I had the opportunity to experience a formation photo flight from the front seat of Gary Rower's Stearman. Tyson was in Jimmy Fordham's Yak and Skip Stewart and Randy Harris were between us. Let me tell you – the photos that

Tyson gets in these kinds of shoots are very deceiving. His talent as a photographer makes the set-up for these photos look so simple when you're viewing the end result, but it is NOT! Wow! Talk about tough flying! Even when working with these amazing, talented, very experienced pilots – and even with a very thorough briefing ahead of time – it is no simple feat to get four airplanes in just the right places in 3D to make the flight safe and successful. But these guys did it and it was amazing to see it all happen from the perspective I had.

Of course, I had a few other experiences this summer that I think are worth mentioning, like

finally getting my first official flight lesson which took place in a Piper Cub at 40I (I even have a log book now), getting to practice my moves during the slower part of our season on a 220hp Stearman (this is also when I mastered the art of staged costume malfunctions), and of course, making so many more new friends through Facebook and learning so much more from and about people who share our same passion for airshows. Thanks for joining me and the rest of the American Barnstormer team on our journeys this season!

www.AmericanBarnstormer.com



Feelin' Patriotic

Article and Photos by Chris Roberts

For many of us who follow air shows, we know all too well that many performers, specifically civilian performers, tend to stay in the home region. Air show teams don't travel light, and the cost to get these teams at an air show can be rather expensive. Consequently for those of us who can't travel from coast to coast to watch air shows, one might miss out on some amazing performances. For example, those in the West Coast have never had the opportunity to see the raw power of the Starfighters' three F-104s, or the graceful precision of the Aeroshell T-6 aerobatic team. The same double edged sword goes for those on the east coast, and one of the best civilian teams that many have not seen before is the Patriots Jet team.

The Patriots jet team was founded in 2003 by owner Randy Howell. The team,



which is based out of Byron, California, performs at 10-12 air shows a year. Recently when the team stopped off at MCAS Miramar air show, I met up with Patriots lead pilot Dean "Wilbur" Wright and talked to him about the Patriots Jet team.

Wilbur is no stranger to the air show scene. Dean started his flying career in 1983 with the United States Air Force. In his 20 year career with the USAF, Wilbur flew the A-10, Harrier (with the RAF), T-38, F-117, and the F-16 with the Thunderbirds. "That was the most exciting flying I have ever done," said Wilbur of his days with the Thunderbirds. It was this experienced that enabled him to step comfortably into the role of Patriots lead. "I couldn't be doing what I do without the Thunderbird days. The Thunderbirds provided me with the skill set that enables me to do what I do," said Wilbur. That's not to say that Wilbur has a bunch of "rookies" flying on his wings. Rob "Fang" Hutchison, flying Patriot #2 on Wilbur's right wing, is a veteran 747 pilot with over 13,000 flying hours. John "Bordz" Posson, flying Patriot #3 on Wilbur's left wing, has over 25 years of flying with United Airlines, is an unlimited aerobatic competition pilot, and a P-51 instructor pilot. Paul "Sticky" Strickland flies Patriot #4 in the slot position. Similar to Wilbur, Sticky flew in the air force for 24 years, and in 1991 he was fortunate enough to fly the slot position for the USAF Thunderbirds.

[Click to turn the page](#)

Finally, the team employs one of the most animated narrators in the business, retired USAF pilot Jon "Jughead" Counsell. Together Wilbur, Fang, Bordz, Sticky, and Jughead make up one of the best civilian jet teams in the country.

The Patriots aircraft of choice is the Aero Vodochody L-39 Albatros. The L-39 is a high performance jet trainer developed in Czechoslovakia in the late 1960's, and is praised for its superior handling and simplicity. "It's a fun air-

plane, just in the most simplistic terms it's a fun airplane. It's very simple, the system's on it are simple, there's not too many moving parts so there is not much to break," said Wilbur. "It's not fast, but fast enough," he added, and this along with the maneuverability of the aircraft allows the Patriots to stay in front of the crowd at shows. Military demo teams, like the Thunderbirds that fly the F-16, are higher performance aircraft and these teams will have

one to two minutes in between passes. The Patriots on the other hand can make a pass and be right back in position for the next pass much quicker. This allows for a faster tempo and smoother show. The Patriots started off with a two ship L-39 demo in 2003. The next year they added a third jet, and finally in 2005 the team added their fourth jet which is what they fly today.

Although the Patriot's winter training is not as rigorous as the



Each summer tens of millions of people head to their local airport or military installation to witness the incredible skill and daringness of the pilots on display in front of them. It is the fascination of being able to watch as men and women take their machines and soar through the air in seemingly impossible ways, that has made air shows one of the most popular outdoor activities in North America. Whether it is the barnstormer or the modern jet fighter, it is our fascination of flight that connects us and brings us together year after year.

This book is intended to be an extension of that passion of flight. Please take a look back through the past year and relive the memories of this past year as seen through Mike's eyes.

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Blues or Thunderbirds, they do meet for 10-14 days in winter to “Brush off the cobwebs of the old demonstration, and add any new maneuvers” as Wilbur puts it. Training time for the Patriots is much less than military demo teams because the core group of pilots stay year after year. Most of the team’s ten to twelve air shows a year are flown throughout the west coast of the United States. One of their favorite shows the team attends year after year is Miramar. “Miramar is my favorite just because of its sheer size. But you know I love the small shows too. They are a little more intimate, and a little more casual,” confessed Wilbur. Some of the other major highlights for the team in 2009 were performing in San Francisco’s Fleet Week and Aviation Nation at Nellis AFB.



Trying to describe a Patriots demo is almost an impossible endeavor. The team starts off its demo with a few passes in the diamond formation, and you soon realize that this team is not your ordinary civilian demo team. This team flies tight formations just like the Blue Angels and Thunderbirds, but this is where the similarities end. Wilbur admits that the Patriots are not trying

to be like the Thunderbirds or Blue Angels. “We don’t want to be like the Thunderbirds or Blue Angels,” says Wilbur. “Because if you’re like them, then you are going to be compared to them, and we really truthfully can’t compete because of the type of airplane we fly.” Next their diamond formation breaks apart, and this is when the Patriots really shine. Over the next five to ten minutes of the demo the team breaks into one ship and two ship groups, and Wilbur describes it as “mass confusion.” The beauty of splitting up the team into smaller groups is that planes come from left or right, and front and back all the time. There is rarely any down time in the Patriot’s 20-minute show.

As the team heads into its 8th season the Patriots are poised to take on two additional L-39s next season, bringing the total up to six. Wilbur says that although the team is not entirely sure what the

show will look like next season they do have a good idea. Just like this season Wilbur says “You can expect a total mass confusion, you’re going to have six jets buzzing in front of you all the time.” Wilbur envisions a demo where there is a little bit of everything. “We want to have some formation stuff, loops and rolls, but then we want to break it up. Do a lot of paired work, then six ship and single ship work, so you don’t know who to be looking at.” Wilbur also says that the team is looking at a former Blue Angel to fill one of the new pilot seats next season.

Needless to say the entire Patriot team is excited about what the 2010 season has in store. One aspect that many people don’t realize about many civilian teams is that most people volunteer their time. From the pilots to the support crew (which is around 25 people a show), these individuals are out on the flight line for their love of aviation. “In my off time I am a corporate jet pilot for Fry’s Electronics,” said Wilbur. It is a remarkable accomplishment considering the amount of time that goes into just 10-12 air shows a year.

As the 2009 air show season has come to a close, the 2010 season lurks just around the corner. Many of us will check out our local shows, and might even venture to some new shows we have never seen before. If you have the chance, you definitely want to check to see if a little group called the Patriots is on a performers list near you. You will simply be amazed at what this premier civilian demo team can do with the L-39, and you won’t be disappointed.

www.PatriotsJetTeam.com



Dawn of the JSF



of thrust, the F135 and F136 engines make the F-35 the most powerful single engine aircraft ever built. Among the aircraft F-35 will replace are the AV-8B, A-10, F-16A-D, F/A-18A-D and the United Kingdom's Harrier GR.7 and Sea Harrier.

Each major airframe company is responsible for the design, manufacture, and integration of a portion of the F-35. The aft fuselage and tails are built by BAE in Samlesbury, UK. The center fuselage is built by Northrop Grumman in El Segundo and Palmdale, CA. The forward fuselage and wing are built by Lockheed Martin in Ft. Worth, TX. The Ft. Worth site is also the home of Lockheed's F-35 final assembly line and initial flight test. The F-35 incorporates content from all nine program participant countries. These are the United States, the United Kingdom, Italy, the Netherlands, Canada, Turkey, Australia, Norway and Denmark).

The preliminary weight estimates for the original F-35 design were found to be higher than expected during the air system preliminary design review in March 2003. At the time the issue was attributed mostly to structural arrangement, load paths and design immaturity owing to the early stage of the program. By the end of 2003, the first long lead time parts

had been manufactured for the first F-35 “AA-1”. However, the weight issues had not been resolved. In March 2004, an F-35 program “stand down day” occurred to allow engineers to focus on trimming weight from future airframes not yet in production. The resulting design changes differed future “weight optimized” airframes from the in-production AA-1 airframe.

No longer being identical to the production configuration, AA-1’s role became that of manufacturing and flight test “Risk Reduction and Data Collection”. The risk reduction testing included engine airtests, air to air refueling, fuel dump, flight controls, electrical system and power thermal management system tests. The data collection tasks included engine airtests, high fidelity noise data, high sortie completion rate, flutter, weapons bay doors and weapon bay acoustics model validation.

Making the first F-35 flight on December 15th, 2006 with Lockheed Martin pilot Jon Beesley at the controls, AA-1 has been the workhorse of the F-35 flight test program. In 2007, AA-1’s other milestones included the first afterburner flight (January 24th), first 360 degree rolls (March 31st) and the first helmet-mounted display flight (April 4th). The milestones continued in 2008 with first military and USAF pilot flight



(January 30th), aerial refueling testing (March 12th), flight with full weapons load (September 16th), ferry flight to Edwards AFB (October 1st), engine airtest tests (October 23rd) and the first supersonic flight (November 13th). This year AA-1 accomplished the first in-flight operating of the weapons bay doors (February 24th), first USMC pilot (March 19th), ferry flight to Eglin AFB (April 22nd) and transition from Ft. Worth flight test to Edwards AFB for emergency arrestor hook testing (September 10th).

As of October 23, 2009, AA-1 had flown 90 of the F-35 program’s 126 test flights (71%+) and 124.9 of the program’s 165 flight test hours (75%+). The final flight of AA-1 is scheduled for December of this year when the aircraft will ferry from Edwards AFB to NAWS China Lake for destructive live-fire testing and subsequent write-off. These tests will mark the end of a one of a kind airframe that blazed the trail for 18 other F-35 SDD test aircraft and thousands of production Lightnings.

Key Dates For The First F-35

- Oct. 26, 2001** - The Department of Defense announces the international “Team JSF” of Lockheed Martin, Northrop Grumman and British Aerospace Systems has won the competition to build the F-35 Joint Strike Fighter.
- Nov. 10, 2003** - First parts machined for first F-35 “AA-1”.
- Feb. 19, 2006** - AA-1 rolled out of factory floor.
- Jul. 7, 2006** - F-35 inauguration ceremony. The F-35 is named the “Lightning II” by the USAF Chief of Staff.
- Dec. 15, 2006** - First flight, flown by Lockheed Martin pilot Jon Beesley.
- Nov. 13, 2008** - Test flight #69. The first supersonic flight achieves Mach 1.05 at 30,000 feet.
- Oct. 17, 2009** - AA-1 is featured on static display at the Edwards AFB Open House. This marks the first public display of an F-35 Lightning II.
- Dec. 2009** - Scheduled final flight of AA-1 to NAWS China Lake for destructive live-fire testing. AA-1 will be written off after testing.

VIP Heaven

Aircraft of the G20 Summit



Article and Photos by William Derrickson

On May 28th 2009, White House Press Secretary Robert Gibbs announced the 2009 G20 Summit would be held in Pittsburgh, Pennsylvania. Members of the White House press corps reacted with snickers. One even shouted out, "Why Pittsburgh?" While this announcement was being met with skepticism by many in the media, I immediately became excited about what this event would mean for an aviation enthusiast like myself. In a year in which Pittsburgh had its annual Wings Over Pittsburgh air show cancelled, hosting the G20 Summit could have not come at a better time. For two days in Sep-

tember, Pittsburgh not only hosted the 20 most powerful leaders of the world, but also the aircraft that brought them there.

The G20 Summit posed a unique logistical challenge for the Allegheny County Airport Authority (ACAA) who operators Pittsburgh's two airports. This was only the second time in history that a nation hosted the G20 Summit in a city other than its capital. Pittsburgh has never received this many foreign dignitaries at one time.

Luckily, the infrastructure existed at Pittsburgh International Airport (PIT) to handle the influx of air traffic during the Summit

due to its former use by U.S. Airways as it's largest hub. Facilities were already in place which could handle aircraft of any size including the many "heavies" that would arrive. Having an Air Force Reserve Base and a Air National Guard Base on the airport property made securing aircraft like Air Force One and various other military support aircraft easier. United Parcel service (UPS) was contracted to provide all aircraft ground support at PIT for arriving G20 aircraft. They brought in personnel as well as air stairs, power carts, tugs and other ground equipment required to support the many heavy aircraft that ar-

rived. The ACAA also used Allegheny County Airport (AGC), Pittsburgh's main corporate airport, as a staging area for operational support aircraft for the G20. The two airports hosted over 75 G20 related aircraft during the Summit.

The top concern in Pittsburgh during the G20 was security. Not only did the more than 20 heads of state and their delegates need to be secured, but the entire city needed to be secured from the thousands of protestors who converged on Pittsburgh during the Summit. From an aviation perspective security was unlike anything I have ever seen in this area. The G20 Summit was declared a "National Special Security Event"

which means the Department of Homeland Security (DHS) deemed the event to be an attractive target for terrorists.

The airspace around Pittsburgh was classified "National Defense Airspace" by the Federal Aviation administration (FAA). Temporary Flight Restrictions (TFR) were issued for a 30 nautical mile radius surrounding Pittsburgh. Some restrictions included that all aircraft operating within the TFR airspace had to be on an active IFR flight plan and squawking a discrete code assigned by ATC. Flight training, aerobatic flight, gliders, parachute operations, balloons, crop dusting, ultralights, banner towing, model

aircraft and rockets, seaplanes and unmanned aerial systems were all prohibited in the TFR airspace. Two small airports within the TFR airspace were completely closed during the Summit.

Also, with the exception of regularly scheduled commercial aircraft operating under an approved TSA standard security program, military, and law enforcement aircraft no one was allowed to enter the TFR airspace without first landing at the G20 "gateway airport." All aircraft wishing to enter the TFR airspace or depart PIT or AGC had to seek permission 96 hours prior to their scheduled flight. After receiving permission from the secret service, arriving

aircraft would then have to land at the gateway airport, North Central West Virginia Airport (CKB), in Clarksburg to be searched prior to entering TFR airspace. Pilots were notified that entering the TFR airspace without first being searched at the gateway airport, or any other noncompliance with the TFR may result in the use of force.

During the entire Summit, enforcement of the TFR was handled by the United States Air Force. They provided 24 hour combat air patrol (CAP) flights over Pittsburgh. It was surreal, seeing fully armed F-15s circling the city all day. It reminded me of 9-11 when the only aircraft I saw and heard in the sky were military fighters. The F-15s did make one intercept that I know about during the Summit. A small private plane unintentionally violated the TFR airspace and was immediately intercepted. The aircraft was turned around without further

incident.

Like the skies above Pittsburgh, the security on the ground was extremely tight. The main interstate between PIT and downtown Pittsburgh was intermittently shut down to allow the various motorcades of arriving and departing dignitaries to move around the city. The roads near the Air Force Reserve Base, and the fixed base operator (FBO) at PIT were off limits to everyone without an airport badge. Even with an all access AOA SIDA badge, I was constantly being approached by law enforcement personnel who were nervous about me taking pictures of the aircraft.

From an aviation enthusiast's perspective, the G-20 Summit provided a once in a lifetime opportunity to see various VIP and support aircraft from all over the world. Aircraft from 24 different nations were present in Pittsburgh. The United States alone had over 30 support and VIP air-

craft including Air Force One. The Russian Federation brought the largest variety of aircraft out of all the foreign participants. Their G20 fleet included three IL-96s, two IL-62s, and two IL-76s. A total of 24 "heavies", including seven 747s arrived for the G20.

Even though conditions were not ideal for photography due to the weather, I was able to get photographs of the majority of G20 aircraft at both Pittsburgh airports. Not only was I one of the few people who had behind the scenes access at both Pittsburgh airports during the G20, but I was also fortunate enough to be granted access to take pictures of the entire airport from the control tower at PIT.

The sights and sounds of the large variety of military and civilian aircraft operating in my home town will be something I will never forget.



Aircraft of the G-20 Summit

Clockwise from top right: China, Argentina, Germany, India, Japan, Russia



One Final Pass

Article by David Jacobson

As I write this the 2009 air show season is on short final and coming to an end with homecoming shows at NAS Pensacola and Nellis AFB. Sadly we not only have to say goodbye to air show season, but we also have to say goodbye to the 2nd year ACC demo pilots that many of us have been lucky enough to meet and get to know a little bit during their tenure. This year we salute and say thanks to: Major Sam “Nuke” Joplin from F-15C West, Captain Phil “Ritz” Smith from the F-15E team, Major George “Dog” Clifford from Viper East and Major Paul “Harb” Brown from A-10 West.

Photo by David Jacobson



Major Paul “Harb” Brown from Duncanville, TX has been the pilot and commanding officer of the A-10 West Demo Team for the past two years while showing off the Warthogs toughness, tenacity and devastating good looks. Harb has over 3450 flight hours in the T-37, T-38, AT-38B, A-10A and A-10C (1800+ in A-10's).



Photo by David Jacobson

Capt Phil “Ritz” Smith from Tampa, FL has been the man up front in the F-15E keeping the burners lit for the past two years. He has over 2000 flight hours in the T-6A, T-38C, and F-15E (1300+). Currently Ritz is at Ft. Dix, NJ for Air Advisor Training and then will move on to a year in Baghdad, Iraq where he will be an Aide de Camp to the Commanding General of the Iraq Training and Advisory Mission. Sadly it is a non-flying mission, but he hopes to have a follow on assignment at Nellis AFB in Las Vegas flying aggressor F-16's.

Major Sam “Nuke” Joplin from West Plains, MO, had the distinct honor of being the final demo pilot for the F-15C Eagle West Coast Demo Team (the team stood down in April). Nuke has accumulated over 1700 flight hours in the T-37B, T-38A/C and F-15C/D (500+ hours). Currently he is living in Busan, South Korea working as a Govt. Flight Representative and Chief of Flight Operations for the Defense Contract Management Agency, making sure that Korean Airlines (who performs maintenance on US Govt. aircraft) is performing it's duties up to expected standards. Additionally he also test flies F-15's that have just come out of maintenance. To keep up his tactical currency in the Eagle, Nuke flies part-time with the 44th Fighter Squadron stationed at Kadena Air Base in Japan.

Photo by David Jacobson



Photo by Ryan Sundheimer



Major George “Dog” Clifford has been thrilling audience's worldwide for the past two years in the F-16 as the pilot and commanding officer of the Viper East Demo Team. He has over 1200 flight hours in the T-37, T-38, AT-38 and F-16 (1050+). Major Clifford was easily recognized by his creatively painted helmet.

I'm sure I speak for all air show fans when I say a great big thank you for your service and good luck in whatever direction life takes you. It's been a pleasure to watch you all fly!

100 Years!



A Century of Flight In Canada

Article and Photos
by Jean-Guy Pitre

On February 23, 1909, J. A. D. McCurdy took to the air from a frozen lake in Baddeck, NS for the first controlled, manned, heavier than air flight anywhere in the British Dominion.

The Silver Dart was an advanced biplane for its time, created by Alexander Graham Bell and his Aeronautical Experiment Association. It was the culmination of two and a half years of experimentation and gave us the technological breakthrough of the aileron.

The original Silver Dart has been lost to history, but if we fast forward 50 years to 1959, Canada was recognized for expertise in aviation (ironically, the Avro Arrow was cancelled a mere three days prior to the 50th Anniversary). Canada was pockmarked from coast to coast with airfields built to train for "The Aerodrome of Democracy" in WWII. The Canadian designed and built CF-100 Canuck was a mass produced all weather interceptor flown by Canada and Belgium. The Canadair Sabre was being flown by multiple countries and helped Jacqueline Cochran to break the women's speed record and become the first woman to break the sound barrier.

It was in this environment that Canada created the Golden Hawks.

For four years, they graced the skies over North America for 317 shows, in Golden F-86 Sabre jets. Their proud heritage is evident in the many static display Sabres mounted on pedestals painted in their colors.

In order to pay homage to the 50 years, a team at CFB Trenton built a full scale replica of the Silver Dart, which flew successfully on Feb 23, 1959 to celebrate the event. This aircraft now resides at the entrance of the Canadian Museum of Flight in Ottawa.

Fast forward again to 2009: Times are lean but history is important and aviation enthusiasts all around Canada spent years preparing for this historical time. The celebration included special participation of a special Centennial Hornet, Hawk One, a New Silver Dart Replica, a new Heritage Flight, and the Snowbirds.

CF-18 Centennial Hornet

On February 21, the Centennial Hornet, a CF-18 painted in a spectacular gold, blue, and white all over scheme debuted over Ottawa, ON. It performed in the first air show of the year, flying over the famous Rideau Canal with numerous other civilian and military aircraft. The rest of the year was a busy and exciting time, with up to two air shows each week until October 25th.

Seeing the Centennial Hor-

net in flight has been a fantastic tribute to the flying skills of Captain Tim "Donor" Woods, and the paint scheme designed by Jim Bellevue. But once you see it up close, you see just how much of a

tribute this paint scheme really is. Along the blue and white edge of the pattern are the names of the 100 biggest contributors to Canadian aviation, ranging from J. A. D. McCurdy to Chris Hadfield.



The Centennial Hornet has now unfortunately been retired and will be parted out to help keep the rest of the fleet flying.

Baddeck

On February 22, the Silver Dart replica, joined by the Centennial Hornet and Hawk One, reenacted the historical flight in Baddeck, NS. The weather forecast for February 23 was not optimal, so what was to be a practice run done on the 22nd by the pilot, Canadian Astronaut Bjarni Tryggvason took off from the frozen Bras d'Or Lake became the official reenactment.

Hawk One

Hawk One is a team effort between Vintage Wings of Canada, the Canadian Forces, and Discovery Air. This incredibly restored F-86 Sabre is painted in Golden Hawk Colors, and even flew as a tryout aircraft for the team. This year, Hawk One flew over 40 shows from coast to coast. Hawk One also flew with the Snowbirds at numerous shows, as well as a Centennial Heritage Flight with The Centennial Hornet and a Tutor jet. The pilots consist of five highly experienced pilots, all who flew fighters in the Canadian Forces, and include one astronaut and two former Snowbird Leads. Vintage Wings has stated that Hawk One will still fly air shows next year, at a reduced pace.



Snowbirds

In addition to the regular Snowbirds program, the Snowbirds participated in flights with Hawk One and provided the Tutor for the Heritage Flight. They also set an ambitious plan to fly over 100 cities this year for 100 anniversary.

Heritage Flight

The centennial Heritage Flight consisted of the Centennial Hornet, Hawk One and a Tutor flown by a Snowbirds Standards pilot. The Tutor was either a standard Snowbirds scheme or one painted as a Golden Centennaire. The Golden Centennaires were the precursors to the Snowbirds, flying in 1967 for Canada's 100th birthday.

Between all the specially painted aircraft and expanded number of air shows, this was one of the best Canadian air show seasons of recent memory. But it was not without stress and drama. On June 12th, all of the Tutors, including the Snowbirds and Centennaires Tutor, as well as Hawk One were put on an "operational pause" after a potential safety risk was found with the harness system. For the next week, the planes were inspected and repaired before the pause was lifted and flying resumed.

The Centennial Hornet also had some excitement. Late July, she suffered a bird strike and was out of commission for a few days of engine replacement and other repairs.

Many thousands of hours were investing celebrating this milestone. I can only hope I'm around to see what 150 years will bring!

Photo Tip Of The Month



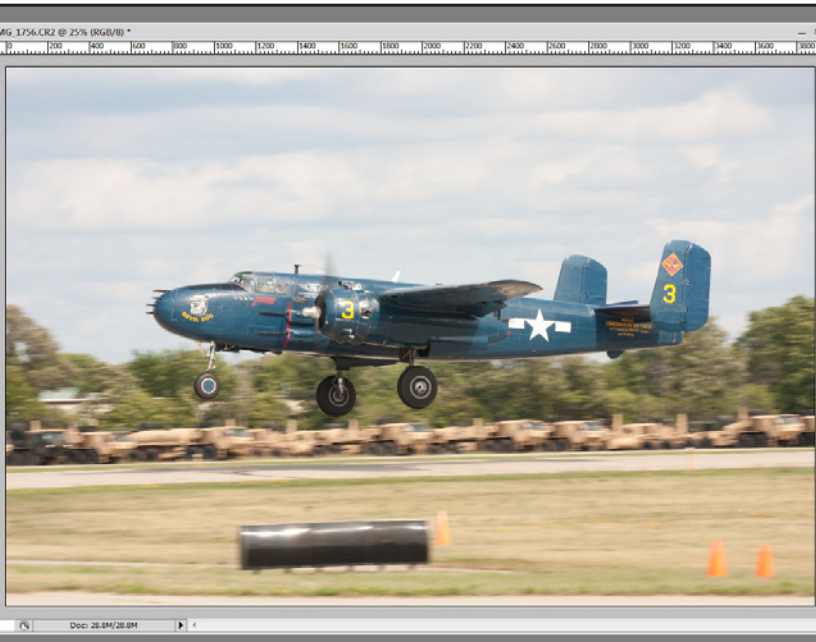
Basic Editing and Workflow Part 3

Article and Photos by Ryan Sundheimer

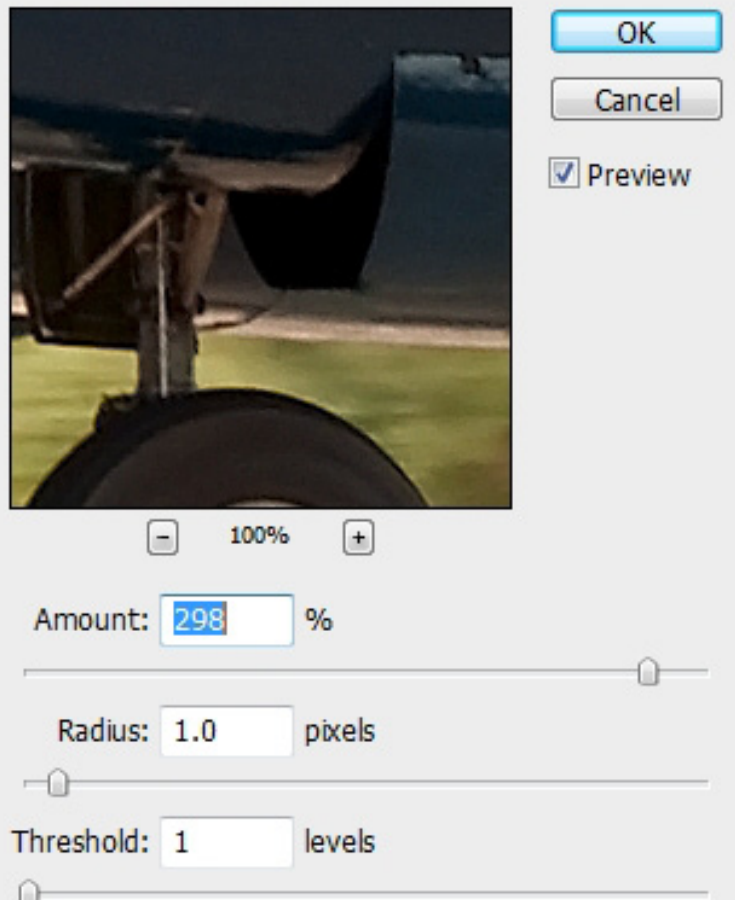
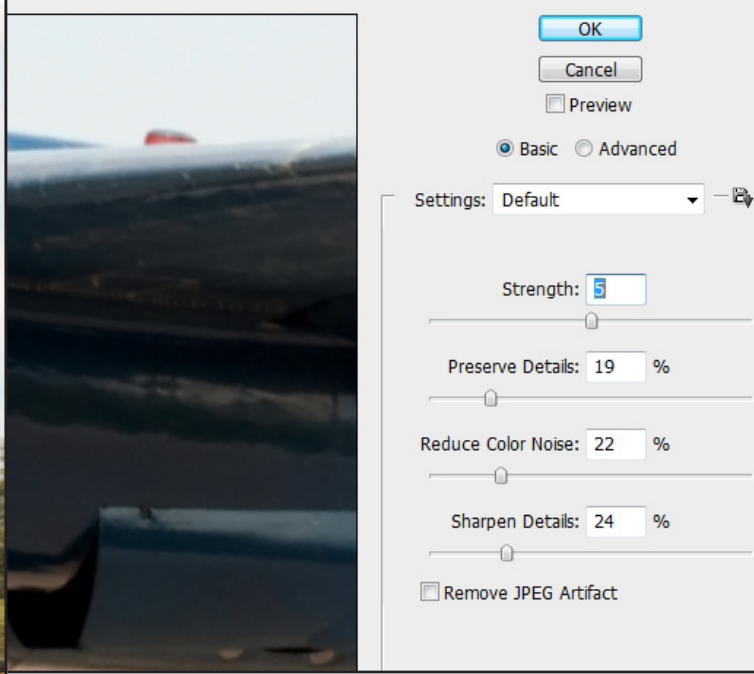
If you're reading this, hopefully you've read parts one and two in the August and September 2009 issues. If so, you are almost finished with my editing process! There are just a couple key steps left.

Once you are happy with the coloring of your picture, it's time to deal with sharpening it. You don't want to dive right into using sharpen, however. First you'll want to use the Reduce Noise filter to take out unwanted grain. Noise is easy to overlook but it can be found in almost every picture, especially in dark areas. Luckily, it isn't too hard to get rid of.

Go up to the Filter menu, Noise, and Reduce Noise. This will bring up a dialog box with several sliders. I tend to keep the bot-



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tom three set around 20-25% each. I adjust the top slider as needed for each picture. If you click inside the preview box and hold the mouse button down, it will show the image before noise reduction. If you click and let up several times you can clearly preview the effect of the filter and adjust it as needed. When you're happy with the results, click OK.

Reducing noise inherently also reduces the sharpness a bit, and sharpness is key to how people perceive a photo. To increase the sharpness, go up to Filter, Sharpen, and Unsharp Mask. Similar to Reduce Noise, I leave the bottom sliders set at 1.0 and 1, and adjust the top slider as needed. The preview box works the same as before, so you can easily see the filter effects. Hit OK, resize the image down to 1024 pixels wide (or your preferred size) and view at 100 percent. It's hard to get the sharpening right at first, but you can always go back to the reduce noise stage, adjust the sharpening amount, and view it again. Be sure to avoid jaggy lines if possible, as they indicate oversharping.

Since not all areas of a photo are the same sharpness, here are a few tricks for localized areas. If you open your History window, you will see all of the actions you've performed on the image. Click on one to revert back to that state. However, if you click in the little ox next to an action, you will set a history state. Anything you paint with the history Brush will revert back to that state. To reduce sharpness for a certain area or detail, set the history state to be the reduce noise action. Turn the History Brush flow down to 10%, and paint over the oversharpended area with it. This will gradually set it back to its unsharpened state.

You can also compensate for local under-sharpening, this time by using the Sharpen tool. Be sure to set the flow down to 15% so you don't

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over do it. Like before, paint over any undersharp areas as needed. You will likely have to make several adjustments, but it will be worth it.

The key to making an image appear sharp lies in the details. The edge of the aircraft can be razor sharp, but if the details inside of that border are not sharp, it will appear blurry. To fix this, use the sharpen tool on paint lines, shadows, and overlapping parts of the aircraft.

Finally, it's time to save your work to show off to everyone. This is the most important step, because you don't want to have to redo all of your work again later! I save three versions of my images - high res, low res, and watermarked. If your last action was to shrink the image to 1024, undo it. Save As, and label it so you can identify the version easily. Now shrink the image to 1024 (or your size) and save it as a different file with a different label. The very last step, add your watermark and save a third time. This may seem unnecessary, but there is a reason for it. You now have a high resolution but edited image for printing or shrinking to another size. You have a small version that you can send to people easily, and you have a small but watermarked version that you can post online.

Now that you're done with this picture, it's time for the next one! As you continue to work on them, you will make your own tweaks to the process or even make up an entirely different one.

Did you find this tip useful? Let us know! Contact me at RS@AirshowStuff.com with any comments or questions you have.

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Samples

Name	Date taken	Tags	Size
IMG_1756medium.jpg	8/1/2009 4:07 PM		3,907 KB
IMG_1756web.jpg	8/1/2009 4:07 PM		3,907 KB

File name: Save

Format: Cancel

Save Options

Save: As a Copy Notes
 Alpha Channels Spot Colors
 Layers

Color: Use Proof Setup: Working CMYK
 ICC Profile: sRGB IEC61966-2.1

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First Place -
Mike Lynaugh
(20 points)



Second Place - Chris Roberts (14 points)



Third Place - Chris Roberts (10 points)

Monthly
Photo Contest

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

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

Fourth Place - Dan Whobrey (6 points)

Fifth Place - Andy Nixon (5 points)



Reports from the Field

Oct & Nov. Air Shows in Pictures & Reviews
Rotorfest, West Chester, PA



Photo by: Joe Osciak

Reports from the Field

Oct & Nov Air Shows in Pictures & Reviews



Photo by: Steven King



Photo by: Joe Osciak



Photo by: Joe Osciak



Photo by: Steven King



Photo by: Steven King



Photo by: Joe Osciak



Photo by: Joe Osciak



Photo by: Steven King

Reports from the Field

Oct & Nov Air Shows in Pictures & Reviews

Swarkops AFB Air Show, South Africa

Photos by: Willie Bodenstien

By: Willie Bodenstien

On September 12th the South African Air Force and the Air Force Museum staged an Air Show at AFB Swartkops outside Pretoria. AFB Swartkops was first used as an Airfield in 1928 and is the second oldest Air Station in the world in the oldest still in use.

The SAAF displayed the new SAAB Gripen for the first time as well as the Hawk lead in trainer. The Museum displayed its Mirage IICZ, the only in the world still airworthy as well as the Mirage FIAZ, Vampire, Puma Alouette II and III helicopters and others.

Two South African Airways Boeing 737's flew a stunning formation display with the SAAF Pilatus Trainers as well as two Harvards. The highlight of the show no doubt was the late evening display by the two Mirages witnessed by an enthusiastic crowd of thirty plus.





Reports from the Field

Oct & Nov Air Shows in Pictures & Reviews

Scott AFB Air Show, IL



Photo by: David Jacobson



Photo by: Dan Whobrey



Photo by: Aaron Haase



Photo by: Dan Whobrey



Photo by: David Jacobson



Photo by: Aaron Haase



Photo by: David Jacobson



Photo by: David Jacobson



Photo by: Aaron Haase



Photo by: Aaron Haase



Photo by: David Jacobson



Photo by: Chad Grosvenor



Photo by: David Jacobson



Photo by: Chad Grosvenor



Photo by: Aaron Haase



Photo by: Chad Grosvenor



Photo by: Chad Grosvenor

Reports from the Field

Oct & Nov Air Shows in Pictures & Reviews

Ocean City Air Show, Ocean City, NJ

Photo by: Steven King



Photo by: Steven King



Photo by: Steven King



Photo by: Steven King



Photo by: Steven King



Photo by: Steven King

Photo by: Steven King



Photo by: Steven King



Photo by: Steven King



Photo by: Chris Adolor

Photo by: Steven King



Photo by: Steven King



Reports from the Field

Oct & Nov Air Shows in Pictures & Reviews

Malta International Air Show, Valletta, Malta

Photos by: Pierre Farrugia





Reports from the Field

Oct & Nov Air Shows in Pictures & Reviews

WWII Fly-In, Millville, NJ

Photos by: Chris Adolor



Reports from the Field

Oct & Nov Air Shows in Pictures & Reviews

MCAS Miramar Air Show, CA

Photos by: Chris Roberts

By: Chris Roberts

The skies above Marine Corps Air Station Miramar were busy during the base's annual air show on October 2-4. The three day air show typically brings in 500,000 people from all over the Southern California region, and this year definitely met those estimates.

The inside joke of all the Miramar regulars is that the show is an automatic rain-maker. For the past few years now Miramar has gotten foul weather of some type or another that puts a little damper on the show. The typical San Diego climate sees no rain from May through November, except of course on the one weekend of the Miramar air show. Without fail the weather will be perfect for a month before and a month after the show. For some reason the weather Gods find it necessary to ruin a good show in a good location. Now I will admit that



what we in San Diego call "foul weather" most others on the country would laugh at. Mostly the Southern California foul weather consists of light winds, clouds, and a little bit of rain. Nonetheless this can put a damper on any air show, and this year the streak continued with about five minutes of rain during the Friday show. For those keeping track, I say that is at least five years in a row now. Nonetheless five minutes of rain didn't send the masses packing and the show went on as planned.

Like many other shows this year Miramar did suffer slightly from the tightened military budget. The F-22 Raptor and F/A-18 Super Hornet, two demos that were present in 2008, were absent in 2009. However the show was able to pull a big draw in the Canadian Snowbirds, which was the team's first trip to Miramar.

The 2009 show included a pair of AT-6 Texan demos. Bill Leff kicked things off in his authentically restored aluminum polished AT-6 Texan. After him Mr. John Collver made his annual trip to Mira-

mar and he brought along his AT-6 nicknamed "Wardog".

After a few other smaller acts the Canadian Snowbirds took to the air. It had been a few years since I had seen the Snowbirds, and they are a breath of fresh air when it comes to air shows. We are all accustomed to the raw power and speed of the Navy's Blue Angels and Air Force's Thunderbirds, so when the Snowbirds come out in the small and slow CT-114 Tutor you might not be expecting much. As we soon all learn that looks can definitely be deceiving when it comes to the Snowbirds. The main aspect that is so different from the US military team is the sheer number of planes the team flies. With nine aircraft the Snowbirds are able to do many more formations than six jets allow. As with many shows the performances can be the same year in and year out. For that reason it was good to see Miramar was able to and host the Snowbirds.

After the Snowbirds the afternoon portion of the show started with the traditional flag drop by the US



Army Golden Knights. After which the aircraft for the Marine Air Ground Task Force, or MAGTF headed inbound for their demo. The MAGTF demo has been a staple of the Miramar air show for many years now. The demo usually includes a pair of KC-130 Hercules, three CH-53 Super Stallions, three CH-46 Sea Knights, two AH-1W Super Cobras, two UH-1N Iroquois/Twin Hueys, two AV-8B Harriers, three F/A-18 Hornets and a host of ground units. MAGTF is a balance of air-ground attack, combined with arms task organization of Marine Corps forces under a single commander that is structured to accomplish a specific mission. It is a chaotic battlefield-like scene for the 20-30 minute demo, with F/A-18s and Helos flying in every few moments.

Later Bill Reeseman, flying the Red Bull MIG-17, put the Soviet made plane through its paces. Towards the end of his demo Kent Shockley and his jet truck Shockwave, equipped with three Pratt & Whitney J34-



48 afterburning engines capable of producing 18,000 lbs. of thrust, challenged Bill in a race.

Sean D. Tucker in the Oracle Challenger flew next. Tucker has become a regular at the Miramar air show, and as usual he is one of the finest aerobatic pilots I have ever seen, in particular Sean's triple ribbon cut and harrier pass were some of the crowds favorite.

Another Miramar regular was the USAF Viper West team out of Hill AFB, Utah. Major David R. Graham flew this year's demo at Miramar, and he was not shy about plugging in the burner. It was lit up throughout the entire show, leading to some excellent shots for the photos.

Next the second of three jet demonstration team to perform at Miramar this year, took to the skies. The Patriots Jet team has been flying their black L-39 Albatroses at MCAS Miramar for six years now. The team makes it a point to "Create total Mass confusions" during their demo said lead pilot Dean "Wilbur" Wright. Wilbur's team flies a fast 20 minute show that will impress most who see them.

The last section of the day saw the Marine Corp AV-8B demo, and then the Blue Angels portion of the show, which started off with Fat Albert. Sunday's show featured the last Fat Albert JATO shot at MCAS Miramar. As we all know Fat Albert will be upgraded to the J model next year, and the jato bottles are running low. It was a special part of this years show, and for those who have

been to the show year in year out it will be missed. The Blue Angels were the third and final jet team to perform at MCAS Miramar. As usually the Blue Angels looked as great as they always do, and they did their best to wow and amazing the nearly half a million people who came to MCAS Miramar. Miramar is a also a sort of homecoming to a handful of the officers on the team. Blue Angels #4

Lt. Paul Brantus, #8 Lt. Amy Tomlinson, and soon-to-be Blue Angel Lt. James Tomaszeski are all from San Diego county. In 2009 Miramar again didn't disappoint the masses of people that came to see the largest military air show in the country. Now, the only hope for 2010 is for the cursed show to get three consecutive days of no rain!



Reports from the Field

Oct & Nov Air Shows in Pictures & Reviews

Culpepper Air Show, Culpepper, VA



Photo by: Mike Lynaugh



Photo by: Mike Lynaugh



Photo by: Ricky Matthews



Photo by: Ricky Matthews



Photo by: Ricky Matthews



Photo by: Mike Lynaugh



Photo by: Mike Lynaugh



Photo by: Mike Lynaugh



Photo by: Mike Lynaugh



Photo by: Mike Lynaugh

Reports from the Field

Oct & Nov Air Shows in Pictures & Reviews

Sheppard AFB Air Show, TX

Photos by: Andy Nixon



Reports from the Field

Oct & Nov Air Shows in Pictures & Reviews

Edwards AFB Air Show, CA

Photos by: Kevin Helm





Reports from the Field

Oct & Nov Air Shows in Pictures & Reviews

NAS Oceana Air Show, VA



Photo by: Michael Rehbaum



Photo by: Joe Osciak



Photo by: Joe Osciak



Photo by: Joe Osciak



Photo by: Joe Osciak



Photo by: Joe Osciak



Photo by: Mike Lynaugh



Photo by: Mike Lynaugh



Photo by: Joe Osciak



Photo by: Chris Adolor



Photo by: Chris Adolor



Photo by: Mike Lynaugh



Photo by: Ricky Matthews

Photo by: Michael Rehbaum



Photo by: Michael Rehbaum



Photo by: Chris Heller



Photo by: Chris Adolor



Photo by: Chris Heller



Photo by: Michael Rehbaum



Photo by: Chris Adolor



Photo by: Michael Rehbaum



Photo by: Chris Heller

Reports from the Field

Oct & Nov Air Shows in Pictures & Reviews

Ft. Worth Alliance Airshow, Ft. Worth, TX

Photos by: Andy Nixon





Reports from the Field

Oct & Nov Air Shows in Pictures & Reviews

Nellis AFB Air Show, NV

Photos by: Chris Roberts





Reports from the Field

Oct & Nov Air Shows in Pictures & Reviews

NAS Pensacola Open House, FL



Photo by: Mark Hrutkay



Photo by: Mark Hrutkay



Photo by: Jon Roberts



Photo by: Mark Hrutkay



Photo by: Mark Hrutkay



Photo by: Jon Roberts



Photo by: Mark Hrutkay



Photo by: Mark Hrutkay



Photo by: Jon Roberts

Photo by: Mark Hrutkay



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