

AirshowStuff

Magazine

A group of skydivers in yellow jumpsuits are falling from a plane. In the foreground, a large yellow parachute pack is visible, hanging upside down. The background shows a patchwork of green and brown fields from an aerial perspective.

Inside:

Jenny's Journal - Walt and the DC-3
The Ultimate Aviation Vacation
Shuttle Discovery's Flight Home
Two Miles High with the Golden Knights
Photo Tip - Basic Editing Part 2
Reports from the Field

September 2009

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Cover Photo

The US Army Golden Knights leave their C-31 Friendship and head for free fall. For more, see page 20. 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!





See yourself here!

If you are an airshow enthusiast, we want your help! Everything you see in this magazine is created and submitted by people like you. If you would like to join our team, e-mail us at RS@AirshowStuff.com
We'd love to have you!

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Thanks to those who submitted to this issue!

Nate Burrows
William Derrickson
Jenny Forsythe
Ryan Grantonic
Chad Grosvenor
Aaron Haase
Kevin Helm
Mark Hrutkay
Steven King
Steve Klett

Mark Kolanowski
Sam Larson
Mike Lynaugh
Andy Nixon
Ryan Orshinsky
Joe Osciak
Jean-Guy Pitre
Chris Roberts
Tom Sundheimer

AirshowStuff Online Magazine Staff

Editors: Ryan Sundheimer
Michael Rehbaum
Alicia Michalski
Anthony Richards

Coordinator: David Jacobson

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Walt and the DC-3

Article by Jenny Forsythe - American Barnstormer Wingwalking Team

While performing at the National Radial Engine Exhibition in Akron, CO, there was a beautifully restored DC-3 that came in for static display. As we wandered over that way the day before the show, Walt recognized the tail numbers on this particular plane. So just before the Friday night cookout, we all headed over to this DC-3, went aboard, and spoke with its current crew from Flagship Detroit. Walt asked if this was the original tail number, and they confirmed it was – then he asked if it had served as one of the aircraft of the Trans-Texas Air-

ways fleet in the 1960s, and one of the crew confirmed that, as well. It had been 45+ years since Walt was at the controls of this gorgeous bird, but he remembered her – and the experiences he had with her – well. He sat in the cockpit with the crew and shared many stories with us all. While we could tell at first the crew wasn't sure if Walt was going to be just another ole-timer telling stories about some DC-3 he saw as a kid, it didn't take them long to figure out that he's the real deal. Here are just a couple of the highlights – in his own words:

“Crawling up inside the DC-3 brought back many memories. One of the first was flying in and out of thunderstorms without radar. It was a matter of heating up the carburetors to the green area on the gauge, slowing to 120 knots, and HANGING ON. When the vertical gusts became so violent, the pilot not flying would operate the throttles while the one at the controls flew with both hands. Thank the Lord that was not an everyday experience! The windshield had so much water hitting it I often thought we could be a submarine in a hurricane while

submerged.”

“Some of the Captains were a pleasure to fly with, others were simply dogmatic (luckily there were very few of those). My favorite was “Uncle” (his term) Jake Gibson. We were landing one morning at Easterwood Field, College Station, TX. The tower operator always answered the morning flight by reading the paper and talking to a microphone on the desk where he had his feet propped up. One foot operated a mike key foot pedal on the floor so he could use both hands to write when necessary. On our first trip there on the month's bid, the tower gave the information for approach in the usual

low voice that sounded rather far away. Uncle Jake said, “What did he say?” I wasn't sure, either, so Capn' Jake grabbed the mike and began. “Hello Easterwood, this is old Capn' Jake. Now son, I am hard of hearing and will be flying this trip all month, so I suggest you stand up and get real close to the microphone when you talk to me so we don't have any misunderstandings.” A voice came back clear and readable saying, “Yes sir!”

These stories may seem a little flat on paper, but to hear them being told by Walt with the accents and tones of the characters involved was quite a treat. Someone eventually asked him how he

ended up going from airline pilot to airshow pilot and he shared the story of an ultimatum. At the time he was working with Trans-Texas, he had also begun performing in airshows. At one point, he was already scheduled for a show and his boss at Trans-Texas told him he had to work that particular weekend. When Walt explained his prior commitment to the show, the boss explained that he would need to make a decision about whether he was going to be an airline pilot or an airshow pilot. And the rest, as they say, is history...

www.AmericanBarnstormer.com



The Ultimate Aviation Vacation



to the south end of the base and watch performers practice for the upcoming Miramar airshow from Harris Rd. The road overlooks the runway and is a great spot for many direct over flights by the Blue Angels during their practice.

Day 2

Friday, Oct. 2, 2009

An early start to day 2 of the trip gets you first at the gate for the Miramar Air Show. Due to smaller crowds on Friday, it makes for a perfect opportunity to photograph the sea of static aircraft that are commonly present at the yearly show. You will want to make sure to get a good seat

when the flying starts. This year's show will feature three jet demo teams (The Blues, Snowbirds, and Patriots) along with the other military and civilian performers.

Day 3

Saturday, Oct. 3, 2009

You will leave the hotel in the morning to attend the second day of the Miramar Air Show. After the daytime show ends you will have the opportunity to stay for the Saturday twilight Show. During the show you will see a Fat Albert JATO takeoff, afterburner passes, and the "Wall-o-Fire".

Day 4

Sunday, Oct. 4, 2009

Once again you will make your way to the Miramar Air Show to watch the final day.

Day 5

Monday, Oct. 5, 2009

After a few days out in the sun of Southern California the trip will shift its focus to the air museums of San Diego. You will start the morning with a visit to the USS Midway floating museum. This museum is devoted to naval aviation, and is the most visited ship in the world. Guests receive a free audio tour and can venture throughout many different com-

Article and Photos by Chris Roberts
weekends in California (after doing two in neighboring Nevada) starting with Redding then off to Miramar and San Francisco's fleet week. The following week will feature the long awaited return of the Edwards AFB air show, dubbed "Flight Test Nation" this year. With all these shows it got me thinking about what would be my ultimate aviation vacation, if I had the time and the money? I've always thought California was an aviation enthusiast paradise, this place has it all. So I had a little fun and made up my own travel itinerary for the Ultimate Aviation Vacation: California 2009.

Day 0

Wednesday, Sept. 30, 2009

Arrive at San Diego International Airport and check into the hotel.

Day 1

Thursday, Oct. 1, 2009

After breakfast you will leave for the Flying Leatherneck Museum at MCAS Miramar. The Flying Leatherneck Museum is the only museum in the world dedicated solely to Marine Corp aviation. The museum features 21 different Marine aircraft which include Jet, Prop, and rotary-winged aircraft. After a few hours you will venture



partments of the ship, and check out the 25 beautifully restored aircraft on the hanger and flight deck. After a few hours you will make your way to San Diego's historic Balboa Park to visit the San Diego Air and Space Museum. The museum boasts a large collection of over 60 air and spacecraft in the museum. Some of the highlights include an A-12 OxCart, F2Y Sea Dart, and the actual Apollo 9 command module.

Day 6

Tuesday, Oct. 6, 2009

You will drive east 15 miles to El Cajon. Here you will check out the San Diego Air & Space Museum Annex, which does restoration work for the planes that go on to be displayed in the main museum in Balboa Park. Some of the aircraft that the annex possesses include an F-14 Tomcat, F-16N Falcon, F-102 Delta Dart, and



a B-26 Invader. After the museum tour you will venture to the opposite side of the airport to the CAF Air Group One hanger for a Warbird flight in a vintage SNJ-5. The 45 minute flight will venture anywhere in San Diego County you please, and do as much aerobatics as you want. You can even get your chance at the controls. After the flight you will continue on out to the east to NAF El Centro to watch naval flight operations. At

NAFEC a host of different aircraft can be seen, ranging from F/A-18's, T-45's, AV-8B's, and foreign visitors as well.

Day 7

Wednesday, October 7, 2009

You will leave El Centro in the morning and drive 95 miles to Warner Springs. You will arrive at Sky Sailing, Inc where you will take a 25 minute aerobatic glider ride over the San Diego deserts and canyons in a Schweizer 2-33. After your flight you will travel another 77 miles north to Palm Springs, California. Here you will experience the Palm Springs Air Museum. The museum has one of the largest flyable WWII aircraft collections in the world. Some of the flyable aircraft you can see include the Grumman Cats (Hell, Wild, Bear, and Tiger), B-17 Flying Fortress, PBY Catalina, and a P-47 Thunderbolt.



Day 8

Thursday, October 8, 2009

Today is spent driving 500 miles to San Francisco in preparation for SF Fleet Week.

Day 9

Friday, October 9, 2009

Today is spent watching the Fleet week practice from the Hyde Street Pier.

Day 10

Saturday, October 10, 2009

The day is spent watching the Fleet Week Air Show from Alcatraz Island. The show features the US Navy Blue Angels and the Fry's Patriot Jet team. This air show has one of the most picturesque backdrops of any show out there. From the Shore the Golden Gate Bridge is to the left and Alcatraz



is off to the right. Be sure not to miss the sneak pass by Blue Angel #5.

Day 11

Sunday, Oct. 11, 2009

Today is spent watching the Fleet week air show from a chartered boat in San Francisco bay.

Day 12

Monday, Oct. 12, 2009

With the conclusion of the San Francisco Fleet week airshow you will drive 125 miles to the east of the Bay Area to the Castle AFB museum. The former SAC base was once home to the very first B-52's put into USAF service. Some of the 50+ aircraft that the museum has in its collection include a B-24, B-29, B-36, B-47, and B-52. Along with a host of bombers the museum boasts a large collection of



you will drive another 35 miles east to the March Air Reserve Base museum. Again you will visit a museum with a very extensive collection of aircraft. March ARB museum has over 73 aircraft on display. Some of the highlights include all of the Century series fighters (F-100, 101, 102, 104, 105, and 106), Boeing Strato bombers (B-17, B-29, and B-52), and a large MIG collection (MIG-15, 17, 21, 23, and 25). In addition the museum sits adjacent to the active runway to March ARB, so the chance to see KC-135s and C-17s is not out of the question.

Day 15

Thursday, Oct. 15, 2009

Today you will venture north to Pasadena and the Jet Propulsion Laboratories (JPL). Here you will get to tour the facilities including a stop at the mission control room (This is where most Mars rovers and satellites are controlled from).

Day 16

Friday, October 16, 2009

Your trip will continue to the Northeast today to the high desert of California. First you will have a NASA Dryden tour. Dryden is a very historic location as far as aviation goes. It was here that in 1947 Chuck Yeager broke the sound barrier in the Bell X-1. After the tour you will drive back



to Palmdale and visit the Joe Davies Heritage Airpark at Palmdale Plant 42. There are more than 15 aircraft on display, which include retired US Navy and USAF fighter aircraft. In addition directly next to the airpark is Blackbird Park. Here you will find an SR-71, A-12 and U-2 on display.

Day 17

Saturday, October 17, 2009

Today is the last full day of the trip, and it will also include your 3rd air show in as many weekends. You will travel to Edwards AFB for Flight Test Nation 2009. The show starts off with a bang, literally. To start the show an F-16 flies up to 30,000 feet and breaks the sound barrier (Just as Chuck Yeager did in 1947, one year he even rode in the back of a F-15 that broke the barrier). This year's FTN will showcase the USAF F-22 Raptor

and it is rumored to have the first public flight of the F-35. Other highlights include all three USAF bombers (B-1, B-2, and B-52), F-16 demo, A-10 demo, and a Fleet fly-by that shouldn't be missed.

Day 18

Sunday, October 18, 2009

After 17 long days of travel up and down the great state of California, and amassing thousands of photos, you will travel back to LAX for your flight home.



fighter jets, ranging from an F-14 to the F-104 Starfighter. After you are done with the museum you will continue down the I-5 to Los Angeles

Day 13

Tuesday, Oct. 13, 2009

Today is a semi-rest day. But when you are ready you will do some extensive plane spotting at one of the busiest international airports in the world, LAX.

Day 14

Wednesday, Oct. 14, 2009

Day 14 is going to be all about aviation museums. You will drive 55 miles east to Chino and the Planes of Fame museum. POF has an incredible 120 aircraft in its possession, including 41 which are still in flying condition. Highlights of the flying aircraft include two P-51's, a P-38, and the only flying Japanese Zero in the world. After your morning visit to POF

Amarillo by Morning

Shuttle Discovery's Flight Home

Article and Photos by Kevin Helm

The space shuttle Discovery (OV-103) landed at Edwards Air Force Base (EAFB), California on Sept. 11, 2009 after an almost 14 day, 5.7 million mile STS-128 mission to the International Space Station.

Weather aside, the landing of the space shuttle is known well in advance. Orbital ground tracks for each de-orbit and landing opportunities are published and the landing time is calculated to the second. On the other hand, the return of the shuttle from NASA's Dryden Flight Research Center (DFRC) in California to NASA's Kennedy Space Center (KSC) in Florida

is much more dynamic. A team of over 200 people work day and night for about a week to get the shuttle ready for flight and mated atop a modified 747 Shuttle Carrier Aircraft (SCA). Difficulties that could delay the ferry flight include winds at DFRC; weather in California, Florida and in between; and trouble attaching the aerodynamic tailcone to the shuttle. This journey costs approximately \$1.8 million dollars; much of that is the cost of fuel which is burned at a rate of a gallon every 230 feet during the ferry flight.

Thanks to Alan Brown and NASA Dryden Media Relations, I

was afforded the opportunity to cover the ferry flight departure of 25-year-old Discovery – the star of the NASA's shuttle fleet returning to the east coast after its 37th spaceflight. Those who routinely cover ferry flights are accustomed to the possibility of multiple delays.

During the preceding week, the pre-ferry tasks at DFRC were accomplished at a rapid pace. Schedule margin gained at the beginning of the week was slowly chipped away, but the expectation was that the shuttle would be ready for ferry first launch Friday morning. Meanwhile the weath-



er that originally caused Discovery to land at EAFB continued and developed further across much of the southern and south eastern United States.

The final Flight Readiness Review for ferry occurred on Thurs-

day at 1:00 pm. Hours passed without any announcement to the credentialed media. Finally, at 4:00 pm, an e-mail arrived stating Discovery's ferry flight had been postponed by at least a day due to weather conditions along the

route. The NASA managers would meet again with military meteorologists and the flight crews on Friday at 11:00 am to make a decision for the upcoming weekend.

I spent mid-day Friday checking my inbox and calling the NASA Media Hotline awaiting an updated recorded message. Once again, at 2:00 pm the e-mail arrived stating "Dynamic weather over the southern and eastern portions of the United States will keep space shuttle Discovery at NASA's [DFRC] on [EAFB] at least through Saturday."

Saturday was another day of anticipation. Will the third time be a charm? Then, at 1:11 pm Friday's decision was transmitted. "Improving weather conditions of the south and southeastern portions of the United States have led NASA managers to approve





ture adds 20-30 miles to Discovery's scheduled 793 mile journey to the first refueling stop at Rick Husband International Airport in Amarillo, Texas. At 5:40 am, the media caravan of vehicles lead by NASA vans and escorted by USAF military police began to make its way to a location by the main runway.

The Maximum Gross Take Off Weight (MGTOW) of the mated SCA/Shuttle "stack" is 710,000lbs. The empty 747-100SR SCA (N911NA) weighed 323,034 lbs and the five person crew another 1,000 lbs. The shuttle Discovery with the Leonardo Multi-Purpose Logistics Module full of ISS "download" in the payload bay weighed a heavier than normal 224,640 lbs. As the "stack" weighed 548,700 lbs., the fuel load for the ferry flight was limited to 161,300 lbs. (24,228 gal). The fuel burn on that first leg from Edwards to Amarillo would be about 110,662 lbs. minimum, more if they deviated from a straight-line route. They are required to have enough fuel for a 45 minute reserve and land with at least 25,000 lbs. of fuel remaining.

The heavier than normal stack MGTOW resulted in a longer than usual takeoff roll of 12,000 feet, even in the fairly cool morning temperature. The lift off speed would be about 185 knots air-speed, well above normal 150-

160 knots. In order to provide the media with the best possible vantage point, the NASA Dryden Media Relations would have to find a different location for the media due to the longer take off role.

The long media caravan first made its way to a location near the end of the runway threshold. We stopped for a number of minutes as a Dryden van drove ahead to scout out the road. Suddenly, at 06:08 am the NASA DC-9-30 (N932NA) "Vomit Comet" took off to serve as a pathfinder aircraft for the ferry flight. The pathfinder aircraft flies 100 miles in front of the stack to try to plan a route that will avoid weather and turbulence. As "NASA 932" climbed out high directly above our heads, it was clear that we would need to

be at a better viewing spot. The regulars of ferry flights also knew that the pathfinder aircraft takes off exactly 15 minutes before the stack does. This caused apprehension in some as we waited the return of the NASA van.

The NASA van arrived back a few minutes later and we were instructed to follow it down a rough dirt road that paralleled the runway. Eventually, the van stopped about 12,500 ft down runway 22L causing a ripple of tail lights. We opened the car doors and wondered "Is this the spot?" The answer came shortly as we gazed out at the hangers of EAFB and DFRC across the runway before us. There was the stack, and she was already under taxi to the runway!

The ensuing flurry consisted



beginning space shuttle Discovery's ferry flight from [EAFB] in Southern California to the [KSC] in Florida on Sunday morning. Discovery, mounted atop its modified Boeing 747 [SCA], is slated to lift off Edwards' main runway 04R at about 6:20 a.m. Sunday, or about 20 minutes before sunrise."

I spent Saturday night filled with excitement and anticipation as I arrived in Southern California's Antelope Valley and checked into a motel for the evening. The alarm on the cell phone was set for 4:00 am. My own alarm clock

was set for 4:10 am. The wakeup call was set for 4:15 am and yet a second alarm on the cell phone at 4:20 am. Media check in at Edwards was between 5:00 and 5:30 am, and any unfortunate latecomers "cannot be accommodated".

The NASA teams met at 4:00 am, just as I arose from my sleepless night, to confirm Discovery's readiness for the ferry flight and to evaluate weather. Departing the motel at 4:45 am, I made the 30 minute drive under a new moon through the darkness of the Mojave Desert to the EAFB

main gate.

The NASA Dryden Media Relations team led by Alan Brown was checking in members of the media and organizing the escorted caravan of vehicles. While the assembly of photographers waited for the 5:40 am caravan departure, there is a buzz of walkie-talkie traffic – there has been a change in plans. Due to a tailwind greater than five knots, Discovery would take off toward the west on runway 22L – the same runway she landed on almost nine days earlier. This westward depart-



up behind the stack from the run-up of the four Pratt and Whitney JT9D-7J gas turbine engines, each producing 50,000 lbs of thrust. The stack rolled toward us, slowly at first but gradually increasing in speed. I zoomed all the way in and fired off a few photos. The tempo of the “click, click” sound a camera makes when taking an exposure built as the stack powered closer and my fellow photographers captured their own photos. With the stack accelerating past the “10” thousand foot marker, I zoomed out 50% and focused my attention on the nose landing gear waiting for the moment of rotation. I heard more staccato sounds of “click, click, click”. As I saw the nose wheel lift off the concrete runway I deliberately depressed the shutter, trying not to jerk the camera – something that would introduce motion and blur the photo. As the “12” thousand foot marker passes through my field of view, the wings flexed upward and the SCA’s main landing gear leave the ground. “Click, click, click, click, click” like the rattle of a baseball card in the spokes of a bike. I zoomed all the way back out to set up for the pan as the 355 ton 747/shuttle pairing, moving at 170 knots powers past at under two wingspan lengths distance. Feet planted, hips pivoting, torso turning I depressed the shutter, hoping for the best given

the minimal lighting conditions.

I continued to take a few more shots as the stack floated away to the west. Like a tractor trailer challenging a long steep grade, the stack appeared to be simply flying straight and level along - barely climbing at all. Finally I put my camera down to just enjoy the moment. I hear the “click, click” sounds slowly subside. During this moment it strikes me how “quiet” the stack was as it passed. I had expected the louder whining sounds I’ve experienced from USAF C-17s when I have seen take offs at a similar distance.

We watched as, in the distance, the SCA/Discovery stack made a left turn to the south, then a minute later another to head east, still slowly climbing to the 15,000 ft cruise altitude. The sun finally cleared the hori-

zon at 06:38am as the silhouette of the San Gabriel Mountains in the southern sky. 2 hours and 49 minutes later flight “NASA 911” touched down at Rick Husband International Airport in Amarillo, Texas. This refueling stop completed the first leg of Discovery’s two day, 2,500 mile journey back to KSC, Florida.

The shuttle Discovery will now undergo over 100 days of maintenance, component replacement, and refurbishment before next flying STS-131 scheduled for March 18, 2010. Whether another shuttle will ever land at EAFB remains to be seen. With only six flights remaining in the shuttle program, this 54th landing and ferry flight at Edwards AFB may have been the last.

of car doors and trunks opening and closing, bags zipping open, lenses being locked onto camera bodies, and cameras being powered on. We hastily made our way under armed escort toward the runway. I made a mental note not to step on or reach into for any reason the clusters of desert shrub growth so as not to awake a potentially sleeping rattlesnake or scorpion. We were walked to an area just beyond the growth, approximately 350-400 ft from the runway centerline which the stack would soon accelerate down.

Looking down the runway I could see the official NASA photographers and videographers. NASA Media Affairs has placed us in a great location!

A running dialog of chatter between the photographers began as we all hurried to set up for the pre-dawn shoot. “Not much light, I have 400 ISO”. “Me too.” “Nope, I’m going ISO 800”. “Forget it! I’m going to open it up in Aperture priority, ISO 1600”. I take a couple of test photos and practiced panning to check my various settings combinations. Meanwhile,

the stack took “active” on RNWY 22L. Secretly I hoped that there was a 15-minute delay at the end of the runway to allow the sun to come up and improve lighting conditions and therefore increase the chances of good shots. Typically, the shuttle leaves just after sunrise, but due to weather concerns, NASA wanted the shuttle to leave as early as flight rules will allow. Two words were said that instantly snapped the photographers’ attention from the backs of their cameras - “She’s rolling!”

A cloud of loose dirt was kicked



Ryan Sundheimer



Ryan Sundheimer

Two Miles High

By: Ryan Sundheimer

The US Army Golden Knights have welcomed some of our photographers into their aircraft several times this year, most recently at the Cleveland National Airshow. Since our job is taking photos, we think the best way to repay them for this awesome opportunity is to post some shots of these fine soldiers doing their job - demonstrating Army excellence and entertaining the thousands of people watching from two miles below.



Tom Sundheimer



William Derrickson



Ryan Sundheimer



Tom Sundheimer

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William Derrickson Ryan Sundheimer



William Derrickson



William Derrickson

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Photo Tip Of The Month



BASIC EDITING AND WORKFLOW Part 2

Article and Photos by Ryan Sundheimer

After the steps in Part One of this article (August 2009), the next step for my editing process is adjusting saturation. Saturation is basically a measure of how colorful the colors in your image are. It is one of the main ways to give your image some 'pop' and depth. Once you open the saturation adjustment box (Image -> Adjustments -> Hue/Saturation) a quick drag of the middle slider to each extreme will give you an idea of just what you're adjusting.

Generally the idea is to raise the saturation slightly to make things stand out a bit more. A value of 0-20 is

Click to turn the page



Preset: Custom

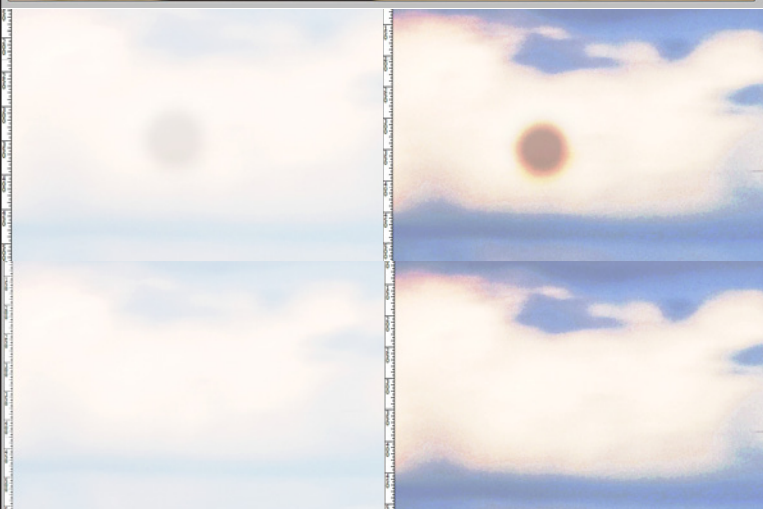
Master

Hue: 0

Saturation: +18

Lightness: 0

Colorize Preview



usually all you need, though in some rare cases you may want to go over 20. For this image, I went with +18 saturation.

Once you're happy with the saturation, it's time to move on to removing any dust spots that may be on the picture. Dust spots are usually translucent circles slightly darker than the surrounding area. As the name implies, these blemishes are caused by tiny pieces of dust resting on the sensor (actually the filter in front of the sensor) inside the body of your camera. If you don't clean the sensor (be careful!) fairly often, they can become a huge and time consuming problem.

Sometimes dust spots are visible with just a glance at the picture, but many more are too faint to pick up. To make them more visible, you can 'equalize' the image (Image -> Adjustments -> Equalize). Once you do this, zoom in to 100% view and select the 'clone stamp' tool. Set the flow to 5%. To use the clone stamp, hold Alt and click an area you want to copy from, then release Alt and click to paint from that area. It is easiest to figure out by just experimenting it.

Once you have it down, go to a dust spot. Using the History window, revert to the pre-equalized image by clicking the line above Equalize. Now, use the clone brush to get rid of the dust spot by cloning an area similar to its surrounding over it. If you do it right, you shouldn't be able to tell the dust spot was ever there.

You're almost there! Next time I'll cover reducing noise, sharpening, and the most important step, saving your work.

Did you find this tip useful? Let us know! Contact me at RS@AirshowStuff.com with any feedback you have. Be sure to check back in the next few months for the continuation of this tip!

Click to turn the page



First Place - Ryan Orshinsky (19 points)

Third Place - Chris Roberts (11 points)



Second Place - Mike Lynaugh (18 points)



Monthly Photo Contest

Congratulations to the winner of the September photo contest - Ryan Orshinsky! 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 - Chad Grosvenor (10 points)

Fifth Place - Jean-Guy Pitre (7 points)



Reports from the Field

September 2009

Lancaster Air Show, Lancaster, PA



Steven King



Joe Osciak



Joe Osciak



Steven King



Joe Osciak



Joe Osciak



Steven King



Joe Osciak



Steven King



Joe Osciak

Reports from the Field
CAF Fly-In, Lancaster, TX



Photos by: Andy Nixon



Reports from the Field
Rockford Air Fest, Rockford, IL



Aaron Haase



David Jacobson



Aaron Haase



Sam Larson



Sam Larson



Aaron Haase



David Jacobson

*Reports from the Field
Selfridge ANGB Air Show, MI*



Mark Kolanowski



Mark Kolanowski



Mark Kolanowski



Ryan Sundheimer



Ryan Sundheimer



Ryan Sundheimer



Ryan Sundheimer



Ryan Sundheimer



Ryan Sundheimer



Mark Kolanowski

*Reports from the Field
Offutt AFB Air Show, NE*



Nate Burrows



David Jacobson



Nate Burrows



Nate Burrows



David Jacobson



David Jacobson



Nate Burrows



David Jacobson



Nate Burrows

Reports from the Field
Windsor Air Show, Windsor, ON



Ryan Orshinsky



Ryan Orshinsky



Ryan Orshinsky



Ryan Sundheimer



Ryan Orshinsky



Ryan Orshinsky



Ryan Sundheimer



Ryan Sundheimer



Ryan Orshinsky



Ryan Orshinsky



Ryan Sundheimer

Reports from the Field

Classic Air Rallye, Ottawa, ON

Photos by: Michael Rehbaum

By: Michael Rehbaum

In the world of air shows an attendee will encounter several different types of shows. The most common are the "Boom and Zoom" shows that are often headlined by a military sponsored demonstration team. Then there are shows that are popular with the "warbird" community due to their attracting aircraft that are increasingly becoming rare. Both of these types of shows attract a slightly different crowd. The "boom and zoom" shows attract crowds to see acts such as the United States Air Force's Thunderbirds or the Canadian Forces Snowbirds. These shows are known for their loud, fast, impressive jets that fly past the crowd at near supersonic speeds. The warbird show often attract spectators who wish to see World War II era aircraft such as the F4U Corsair or the P-51



Mustang. The Classic Air Rallye proves that there is indeed another type of show that can draw spectators. The Classic Air Rallye is the antithesis to a “boom and zoom” show. And although Michael Potter’s Vintage Wings of Canada did indeed bring a few of their immaculate warbirds to the show, the focus of the Classic Air Rallye is on civilian aviation.

One would have to look far and wide in the world of air shows to see many of the aircraft that were featured at the 2009 Classic Air Rallye. Although the late summer Canadian weather rained out the Saturday of the show, spectators were not deterred and showed up to see a number of unique civil aviation aircraft take turns lapping Ottawa’s Rockcliffe Airport. Due in part to the small size of the runway at Rockcliffe a large number of the military aircraft that can often be seen at other North Eastern air shows don’t even make an appearance at this show. It gives the classic air rallye a quaint charm that can’t be found in many traditional shows.

The 2009 show featured among others a Globe Swift,



Yak 18T fully acrobatic four place Soviet era Aeroflot pilot trainer (featured on this page), 1947 Bellanca Crusair, Republic Seabee, Antonov AN-2, Beech Staggerwing, and a de Havilland DHC-2 MkI Beaver. These aircraft are certainly not your typical air show performers.

Adding to the spirit of the show were a number of historical re-enactors wearing period uniforms showing the many contributions to the wars of the past by the proud Canadian forces. In addition to the re-enactors a large number of static aircraft and classic cars were on display. The mix of the air show, re-enactors, static aircraft and classic automobiles really gave those in attendance a large number of things to explore, especially with this being a smaller air show.

The show was opened with both the Canadian and US anthems. This is common place at Canadian shows and truly helps remind the audience of the close relationship these two nations share. Once the prerequisite parachute drops and anthems were completed the crowd was treated to the actual air demonstration portion of the day. Even though it had



rained on and off during the day the small but determined crowd stuck around to see the classic civilian aircraft take to the skies. The day's flying was finished off by a Spitfire from Michael Potter's Vintage Wings of Canada. Unfortunately their Tomahawk was unable to participate in the flying portion. Although it taxied out to the runway it soon came back and parked. No word was given as to why it was unable to join the Spitfire in the air. But after the unfortunate crash by Howard Cook flying Vintage Wings Tiger Moth one is reminded how important it is to always put safety in front of anything else. Fortunately Howard is recovering in the Hospital in Ottawa and is expected to make a full recovery.

One of the highlights of the day was a mock "capture" of a "German" pilot flying a FW-149D. The crowd truly seemed to appreciate the pilot and his "captor" hamming it up as the aircraft came to a quick stop in front of the audience and the re-enactor with his sub-machine gun in hand led the pilot away from his aircraft. The fact the FW-149 was a West Ger-



man trainer, and thus German was allied with Canada and the United States at the time of its production was lost on the crowd. But none-the-less the episode helps to illustrate the fun and entertaining nature of the Classic Air Rallye.

The Classic Air Rallye is far from being your traditional air show. But if you're looking for something different than perhaps consider attending the 5th annual Classic Air Rallye in 2010. Combining a visit to the Canadian Aviation Museum with the Classic Air Rallye is a fantastic way for an aviation fan to spend a weekend in the capital of Canada. And to make sure that you get the best value for your money, your admittance to the Canadian Aviation Museum is even included with your ticket!

Don't miss out on next years Classic Air Rallye. It is a little air show that offers something truly unique to an aviation fan.

*Reports from the Field
Cleveland Air Show, Cleveland, OH*



William Derrickson



Ryan Sundheimer

William Derrickson

Ryan Sundheimer



William Derrickson



William Derrickson

Ryan Sundheimer



William Derrickson



William Derrickson

Reports from the Field

Canadian International Air Show, Toronto, ON

Photos by: Jean-Guy Pitre



Reports from the Field Mustang Fly-In, Vacaville, CA

Photos by: Steve Klett



Reports from the Field
Stewart Field Air Show, Waynesville, OH

Photos by: Ryan Grantonic



Reports from the Field

Winston Salem Air Show, Winston Salem, NC

Photos by: Joe Osciak



Reports from the Field
California Capitol Airshow, Sacramento, CA

Photos by: Steve Klett



Reports from the Field
Reno Air Races & Air Show, Reno, NV

Photos by: Mark Hrutkay







Reports from the Field

Vintage Wings of Canada Open House, Gatineau, QC

By: Jean-Guy Pitre

A cool and breezy Saturday with barely a cloud in the sky welcomed aviation enthusiasts from the Ottawa area to share with Michael Potter's homage to aviation history, Vintage Wings of Canada.

Michael Potter is well known to aviation enthusiasts in the Ottawa area. After making his fortune founding Cognos Inc. Michael founded Vintage Wings of Canada, a not for profit organization based on a collect of classic aircraft he started in 2000. In those 9 year, Michael has created a growing collect of rare and noteworthy aircraft kept in full flying condition, as well as many more projects underway. This list includes 16 aircraft, ranging from a Fox Moth initially owned by HRH Edward, Prince of Wales in 1932; Hawk One, an F-86 Sabre painted in the colours of Canada's Golden Hawks; and a genuine combat veteran P-40N Kittyhawk.

It is the Kittyhawk that helped make this open house an extra special historic event.



Michael Rehbaum



Jean-Guy Pitre



Jean-Guy Pitre



Jean-Guy Pitre

Vintage Wings has this lovely bird in the colors of James "Stucky" Edwards, Canada's highest scoring surviving ace, with at least 15 kills to his credit, 13 of which were in a Kittyhawk.

Vintage Wings tracked down "Stucky" and took him for another flight at the end of the open house. Canada's top surviving Ace and only flying veteran Kittyhawk spent about an hour together in the air over the skies of Canada's capital.

Vintage Wings is also known for collaborating with other organizations, from Hawk One to hosting the Canadian Warplane Heritage Museums Avro Lancaster and the Russel Air Groups Spitfire and Hurricane, allowing a Symphony of 8 Merlin engines to fly past in commemoration of the Battle of Britain. Near the end of the open house, there were no less then 8 World War 2 era Warbirds gracing the skies in and around Gatineau, QC. It was a sight to see.

The open house was also the last time for Canada's Centennial Heritage flight to fly together after an outstanding air show season.



Michael Rehbaum



Jean-Guy Pitre



Michael Rehbaum



Michael Rehbaum



Michael Rehbaum

The pictures on the next page will give you a taste of next month's article on the Canadian Centennial of flight and a series of interviews featuring three pilots who participated in the September 2009 Vintage Wings Open House! Check out next month's issue for more information!



Michael Rehbaum



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Jean-Guy Pitre



Michael Rehbaum



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Michael Rehbaum



Michael Rehbaum



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