

# AirshowStuff

Magazine



**Inside:**

**EAA AirVenture  
B-17 Gathering at TOM  
Wings Over Wine Country  
Abbotsford  
Photo Contest  
Reports from the Field  
and more!**

September 2010  
Click to turn the page

# AirshowStuff

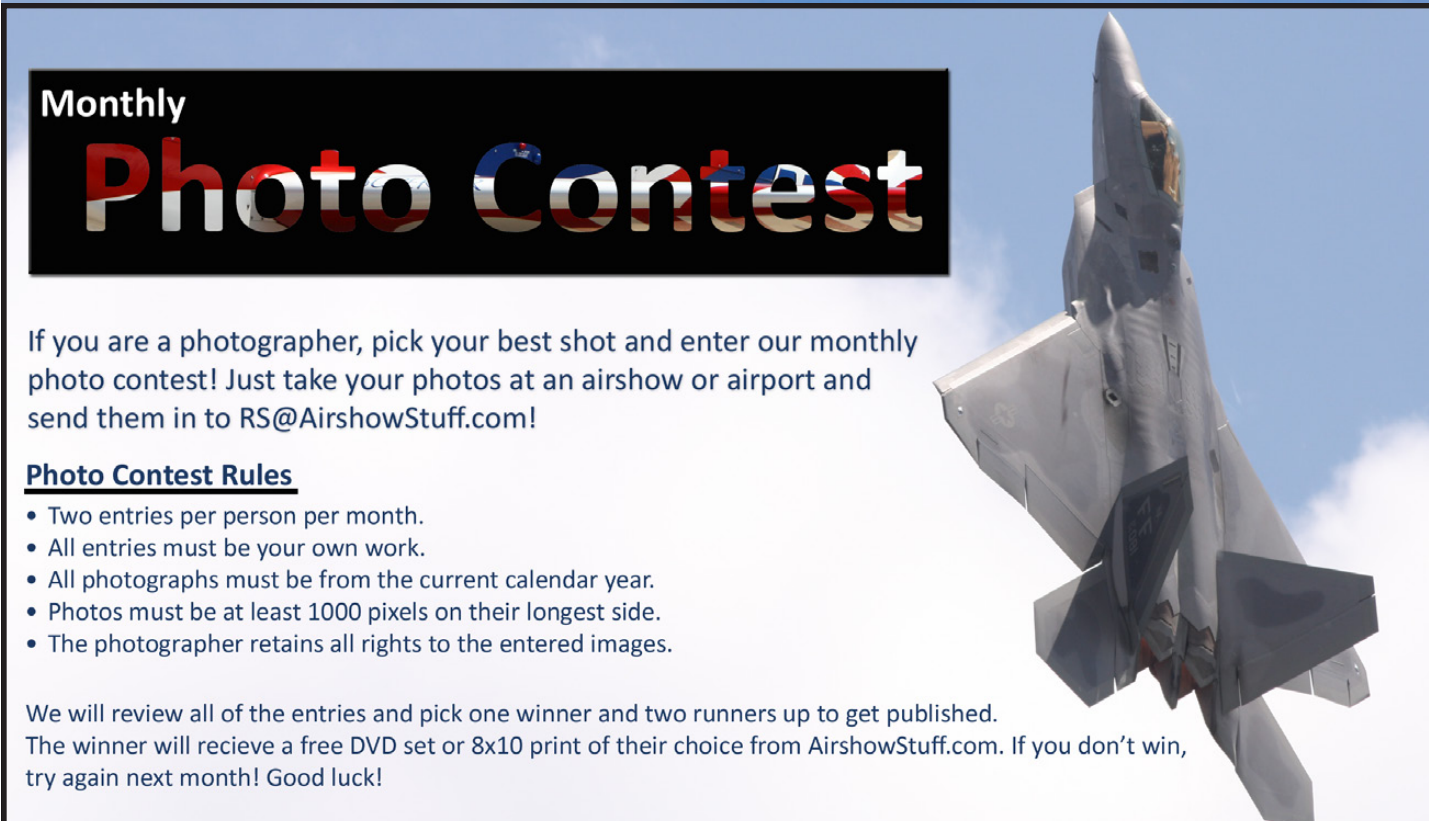
Magazine

September 2010

## Cover Photo

A WWII reenactor poses in front the B-17 "Sentimental Journey", one of eight B-17s at Thunder Over Michigan. Photo by William Derrickson. For more, see page 18.

- 6 Watching the World Go By  
Sights From the Cockpit
- 10 Only at Oshkosh!
- 18 Aluminum Overcast  
B-17 Gathering at TOM 2010
- 28 The Little Airshow That Can  
Wings Over Wine Country 2010
- 36 Across the Border  
Fun and Sun at Abbotsford
- 44 Photo Contest
- 46 Reports From The Field



Monthly

## Photo Contest

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

### Photo Contest Rules

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

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

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!

This publication is copyright 2010 Ryan Sundheimer and may not be printed, edited, sold, or distributed without prior written consent. All photographic and textual works submitted and used in this publication remain property of their respective owners.

## Thanks to those who contributed to this issue!

Chris Adolor  
Chris Brennan  
Nate Burrows  
William Derrickson  
Chad Grosvenor  
Kevin Helm  
David Jacobson  
Steven King

Steve Klett  
Mark Kolanowski  
Pete Langlois  
Michael Marra  
Ryan Orshinsky  
Michael Pentrak  
Shawn Yost

## AirshowStuff Online Magazine Staff

Editors: Ryan Sundheimer  
Alicia Michalski  
Anthony Richards

Coordinator: Anthony Richards

## Your message could be here!

*Advertise with AirshowStuff and get your message seen by over 20,000 airshow enthusiasts each month! We can offer several sizes and placements to suit your needs at low cost.*

*This half page ad space is only \$75 per issue!*

*Contact Ryan at [RS@AirshowStuff.com](mailto:RS@AirshowStuff.com) to talk about your options!*

# Watching the World Go By



Article and Photos by  
Mark Kolanowski

While most of us look forward to the start of summer and the end of school for the simple reasons that good weather is ahead, three months of no ridiculous homework, and of course, airshow season, I had a little extra reason to be even more ready for summer than usual. Free from my obligations to coursework and my job as a hockey referee, and finally with enough money saved to sustain my activities, I was finally able to start flight training! Though I wasn't able to meet the pilot's dream of a 16th birthday solo or the 17th birthday present of a passed checkride, at 18 I am still getting a bit of a jump on many people starting flight training.

Though my original thoughts were focused on flying as much as possible and loading up a hard

drive with pre and post flight spotting pictures (which yes, of course I still did), I began to get involved with another type of photography, one which I never really thought would appeal to me, ground spotting. Now as an aviation and maritime photographer, I am used to shooting from the ground to objects in the air, but I never saw myself as one who would want to take cheesy arm's length self portraits of me flying (which I can proudly say I have yet to do) or take pictures of the boring earth passing by below the wings of my "speedy Cessna 172". After all, I am flying to get away from the mundane two dimensional world that is surface transport. Having spent the majority of my life looking up at my airborne subjects, I couldn't imagine wasting time up there looking down

at the very world I was leaving a few turns of the altimeter behind. As I gained more and more experience confidence, it was time to leave the familiar world of the traffic pattern and practice areas north of Oakland Pontiac International (KPTK), and I now realize what a good idea it was to bring the camera along.

Early in my training I was fortunate enough to be given the chance to do some air to air work with one of the company King Air 200s. In processing those shots, I realized how good the ground can look from the air, and I started taking the camera on every flight regardless of destination, weather, duration, etc. Early on, I was flying on a beautiful day, just doing patterns at PTK, and after the first eight touch and goes my instructor and I had a little spot

landing challenge, and during his turn I got out the trusty Konica-Minolta Maxxum 7D and fired off a string of shots during the base to final turn and the remainder of the approach. Though they looked good on the LCD, it wasn't until I got home that I realized I had a new set of perfect desktop background shots, and new material for a 20 by 30 poster for my room!

In my early excursions from PTK, I stayed relatively close by, practicing radio procedures and landings at a few local uncontrolled strips which afforded limited opportunity for decent pictures. As I branched out to some larger airport nearby, however, familiar landmarks started to pass by on the ground that just begged to be turned into a series of 0's and 1's by the camera's processor. My first set of air to ground pictures outside of that landing sequence happened rather accidentally. On departure from KLAN, I ended up flying over the campus of Michigan State University and Spartan Stadium (as a lifelong Wolverine, I am obligated to say it was 100% accidental). Having some friends attending, I snapped a few shots just to show them what I was doing with my summer. While I may not be a fan, I couldn't help but enjoy coming across something so cool to see from the air as a campus, stadium, and the State Capitol. Upon closer examination while checking for dust spots in CS2, I was not only able to see a friend's dorm, but also made the discovery that some poor soul



was only halfway through mowing a certain 100 yard long lawn. Even though it was the home of the "enemy", I was impressed by the detail, clarity, and perspective provided by the aerial shooting platform and couldn't wait for my next cross country flights. Since that day, I have made a point of taking a shot of at minimum the recognizable towns along the way and the airport as I depart the pattern.

On my very next cross country flight, I picked Jackson as my

initial destination, and after an uneventful flight, landing, and takeoff, my instructor James suggested we swing by Ann Arbor on the way back. Because he used to fly out of ARB, he knew the exact way to depart the pattern to end up flying rather close to a certain college football stadium I actually wanted to take a picture of, University of Michigan Stadium, the nearly 110,000 seat, freshly renovated Big House. After a quick fly-by and a promise of coming back on a game day, I departed the

area back to PTK. On the way I got a few more shots of roads and other things I had used as checkpoints for my flight plan. While thus far my top shots have been of football stadiums, there's so much more down there that's worthy of photography. For example I've seen literally dozens of people waterskiing/wakeboarding/tubing (one of my other favorite summer pastimes) while flying over the lakes. I've seen houses that seemed impossibly big, I've seen houses with hangars built in, airports I've visited as a passenger or airshow go-er, bases I can only land at in FSX, and I have pictures of it all. Now who was it that said taking pictures of the ground is boring?

Since then I've developed some other creative ways to shoot from the plane, experimenting with short and long lenses as well as filters. Like everything in photography, practice and playing around are the best ways to improve, and being able to fly enough to be able to "waste time screwing around with a camera" is something that I am extremely grateful for. On top of the still pictures, I have had the pleasure of doing some experimentation with mounting a video camera in the cockpit with some stunning results, though that's a discussion for a future article. In any case, I think I will have one of the best documented private pilot training programs in a long time!

On one of the handful of cross country flights, my instructor and I had a discussion about aerial photography, when he revealed that his only regret about his flight training was that he never did exactly what I



was in the process of doing, taking pictures. Though certain things will certainly be ingrained in my memory forever (first solo, first spins, hitting my wake at the end of a steep turn for the first time), some of the destinations and sights along the way may be lost to the logbook if not for handing over the controls for a few seconds, opening the window, and taking the shot. It's been a good 26.4 hours so far, and I can't wait to see what the next hours will bring to not only my aeronautical experience, but to the field of view of the camera lens as well.



Only at *OSHKOSH!*



Oshkosh is known as the world's largest airshow, and with good reason. Year after year an unfathomable number of airplanes show up for a week long aviation party. They come to see some of the best civilian performers, the newest aircraft technologies, and the rarest warbirds, all at one place. That's a show you can only see at Oshkosh!

David Jacobson



Ryan Sundheimer  
David Jacobson



David Jacobson



David Jacobson



David Jacobson



Ryan Sundheimer



David Jacobson



Ryan Sundheimer  
David Jacobson



Nate Burrows  
Ryan Sundheimer



David Jacobson  
Nate Burrows



Ryan Sundheimer



David Jacobson



Nate Burrows



Ryan Sundheimer



Nate Burrows



Ryan Sundheimer



Nate Burrows



Ryan Sundheimer





Ryan Sundheimer



Ryan Sundheimer



Nate Burrows



David Jacobson



David Jacobson



Ryan Sundheimer



Ryan Sundheimer



Ryan Sundheimer



Ryan Sundheimer

# ALUMINUM OVERCAST

## *Thunder Over Michigan's Gathering of B-17s*

Article by  
Mark Kolanowski



In this day and age, it is a special occasion just to see one Boeing B-17, but one or even two of the World War II era bombers wasn't enough for the organizers of Thunder Over Michigan. They brought no fewer than eight Flying Fortresses in to attend and fly in the skies of Southeast Michigan. This was in addition to parts and displays of the restoration of two others B-17s. Of course the lineup didn't stop with the WWII

era bombers, as Thunder is arguably the best warbird airshow in the world, and featured, among other things, a contingent of P-51s including ASB.tv's The Horsemen, a full lineup of WWII era ground vehicles for battle reenactments, a fully restored DC-7, John Mohr's Stearman, tactical demonstrations from the F/A-18C (Hornet East) and F-16 (Viper East), and perhaps the favorite act of airshow fans and Century series lov-

ers alike, a flight demonstration of the F-100D Super Sabre.

Both show days were opened in spectacular fashion, with the American Flag being presented by a jumper leaving the bomb bay of the B-17 "Yankee Lady". Following an on target and perfectly timed landing it was time for the "real" action to start. Both days featured a relatively short flying schedule, which had a fast pace with very few breaks, often just

long enough to recover the aircraft of the previous act. Aircraft were flying nearly constantly from about noon until four, which provided plenty of time to explore the statics and talk to the crews prior to the start of the flying portion of the show. Once the flying started however, you had best have seen all you wanted to on the ramps or else you were going to have to come back the next day! During the show there were two sepa-

rate ground battle reenactments featuring every form of combat from foot-mobiles up through and including heavy armor. The early battle featured the early model P-51 Old Crow providing air support with some impressive low flybys. The second ground battle was the highlight of the show for many people, with all eight flying B-17s providing air cover to the allies. Following about a half hour of incredible individual fly-

bys, the Fortresses formed up in the distance, and made a pass in loose formation that sent chills up my spine. I could almost imagine what it would be like to see that kind of formation headed my way, only instead of eight of the big bombers, hundreds of them were rumbling in. Following the second reenactment, three of the B-17s remained in the air. Saturday they joined with a P-51, and on Sunday they joined with the B-24



Mark Kolanowski



Ryan Sundheimer



Shawn Yost

“Witchcraft” to perform a head-on missing man flyover to the sound of Taps. As Taps ended and the planes were still approaching, you could have heard a pin drop despite over 100,000 spectators being in the area.

Sticking with the warbirds, a large contingent of T-6/SNJ/Harvards were flying at Thunder Over Michigan, making for a very loud flyby, as all members of the Scream ‘n Rebels, Canadian Harvard Demo Team and a few others all took to the air at one time. The sound of all those prop tips going supersonic in formation is something you don’t hear every day, even if you’re in the business!

The Horsemen put on an impressive display at Thunder Over Michigan, with an aerial ballet of three P-51D’s flying in very tight formation. The sound of the three Merlins in sync was incredible, and their routine is “narrated” by an impressive movie type orchestral score provided by composer James Horner. Another amazing



William Derrickson

display of aerial talent was the low altitude barnstorming style routine of John Mohr. Taking off from the grass, John worked the 500 foot showline into submission with tailslides mere feet from the ground, inverted passes that cut the engine’s fuel supply, as well as graceful loops, rolls, cuban eights, and many variations and combinations of them. All this was followed by a nice landing right back on the grass.

Another huge draw for Thunder Over Michigan was having two single ship military demonstrations. Between Viper East and Hornet East there was plenty of jet noise to satisfy even the most seasoned airshow patrons.

**On the following pages:** The nose art of all eight B-17s at Thunder Over Michigan. Photos by William Derrickson.



Ryan Orshinsky



Ryan Sundheimer



Shawn Yost







Ryan Orshinsky



Michael Pentrak



Mark Kolanowski



Michael Pentrak Ryan Sundheimer

everything in context. If Thunder 2010 was this good, you may want to mark your calendars for 2011, as July 23rd and 24th will see Willow Run hosting the Blue Angels and many other acts in celebration of the Centennial of Naval Aviation.

a pair of fourth generation fighters. As always, a decent balance of the show's theme, warbirds, and modern aircraft were in attendance, and the flying portion of the show was nothing short of amazing (though short and fast paced with minimal breaks), with battle reenactments to help put

Mark Kolanowski



Rider and Stab both flew impressive demonstrations, flying their aircraft to the edge of the envelope, pulling enough g's to extract some vapor out of even the driest of skies. From the shocking high speed and sneak passes, to the raw power of the high alpha maneuvers, the modern military jets never fail to impress, and are a great addition to any airshow, even one focusing so heavily on historical aircraft. Of course having the Horsemen and a modern jet on hand makes for a great photo opportunity, as after Rider's Viper Tactical Demo was complete he formed up with Jim Beasley and Dan Friedkin in the P-51s for a nostalgic look at fighters past and present.

Bridging the gap between the Mustangs and the Viper was the F-100 Super Sabre or "Hun", as it's known. Probably one of the most unique sounding aircraft around, the F-100's afterburner is a single stage and every time it is lit, it is accompanied by a loud pop. A flying F-100 is a rare sight, and to see one put on such a complete demo with numerous flybys is a treat to say the least!

All in all Thunder Over Michigan 2010 was a show to remember. From the flag jump to the Horsemen, the B-17s to the BT-17, and the Viper to the Hornet the Thunder Over Michigan organizers more than accomplished their goal to not only honor the B-17 and those who flew them, but also provided a complete array of flying and static displays ranging from pre WWII trainers right up to

# *The Little Airshow that Can*

---

## *Wings Over Wine Country 2010*

Article and Photos by  
Steve Klett



The F-22 Raptor demo does take the lion's share of the lime-light and draw the biggest crowds at airshows across the country, but for me, no other military demo can match the raw "shock and awe" factor of the mighty F-15E Strike Eagle, which stole the show at the annual Wings Over Wine Country show at the Santa Rosa, CA airport.

The runway at Santa Rosa's Charles Schultz airport is too short for the Eagle, so the demo team staged out of March ARB—and let's just say the crew knows how to make an entrance. The Eagle screamed over show center from the East in full afterburner, pitching up into a radical vertical climb to start off its routine. The rare cool weather meant there was also much more moisture in the air than normal and the F-15 threw up some major vapor throughout its ear-numbing demonstration, which drew Fourth of July-style "oh and ahs" from the record crowd (as well as more than a few "holy [EXPLETIVES DELETED]"). Attendance was up 32 percent over last year's show—and the addition of the Strike Eagle to the schedule likely deserves a good amount of the credit.

The Eagle's dedication pass during Friday's practice was perhaps the most impressive pass I've ever seen at a show, cutting what seemed to be very close to the flightline and literally enshrouded in vapor. Evidently, it cut a bit too close according to the FAA, and the pass was not nearly as close during the two days of the



the early afternoon to completely burn off. And the ever-popular C-17 Globemaster III was on hand for its crowd-pleasing aerial ballet and static display.

Greg Colyer added to the fast-movers, putting on a crowd-pleasing display in his T-33 “Ace Maker”, which also managed to draw some vapor on Saturday. However, this show is never all about the iron: its claim to fame is really putting up an impressive array of WWII warbirds and the show did not disappoint this year, fielding more than a dozen WWII era aircraft including P-40 Warhawks, P-51 Mustangs, and T-6 Texans. Two T-28 Trojans also performed, along with Brian Sanders in the Sea Fury “Dreadnaught”, which is well known to Reno Air Race fans.

All of the WWII aircraft flew simultaneously in the afternoon, completing several circuits of the airfield in single, dual-ship, and formation passes that truly are the hallmark of this particular event—you’ll see no finer display of warbirds at any other show in the greater Bay Area. While it would be nice to see a heavy, such as a B-25, in the mix, the WWII fighters gave the show a nostalgic flavor that the military turbines could not overpower.

As usual, an array of civilian aerobatic acts and performers was sprinkled between all the military and warbird routines, at times literally filling the sky over Charles Schultz with smoke. Bill Cornick and Spencer Suderman were on hand to thrill the crowd with their physics-defying aero-



show—but it was still impressive.

The Eagle was one of four military demos in this year’s show, which is put on by the resident Pacific Coast Air Museum and takes place the third weekend in August annually. The F/A-18F Super Hornet demo team, a regular participant in the PCAM show, closed the show each day and did its best to keep up with the Eagle—and its jaw-dropping barely subsonic fast pass, boosted by the high moisture levels, was really something to see and the crowd loved it (judging by the hoots, and

hollers)! The moisture levels were heaviest during Friday’s practice day, declining steadily through Sunday’s second show. However, on Friday and Saturday the Hornet and Eagle demos put on their best Pt. Mugu impressions. The accompanying cooler weather likely also contributed to the record crowds.

The United States Air Force’s U-2 Dragon Lady, staged out of nearby Beale AFB, performed a fly-by and demo on Saturday—though we could only hear it due to a heavy overcast that took until







*You're reading this - and so are thousands of potential customers!*

*Advertise with AirshowStuff and get your message seen by over 20,000 airshow and aviation enthusiasts each month! We can offer a variety of sizes and placements to suit your needs at low cost.*

*Contact Ryan at [RS@AirshowStuff.com](mailto:RS@AirshowStuff.com) to talk about your options!*

batic acts in their Pitts Special biplanes. And Vicky Benzing lit up the flight box in her Extra 300s along with Doug Jardine in his radial engine Sukhoi.

Kent Pietsch, meanwhile, injected a welcome dose of humor into the show with his 1942 Interstate Cadet comedy act in which he appears to lose parts of the plane while in the air and cuts a roll of toilet paper (dropped in flight) with his wing. His dead stick landing from 6,000 feet is also something to see: In fact, I've seen this routine probably a dozen times now and I'm always riveted.

Other acts included a mock hostage rescue put on by the Sonoma County Sheriff's Department (complete with pyro and

smoke), and a recreation of the first airmail flight, which was made by Fred Wiseman in 1911 when he conducted a flight from nearby Petaluma to Santa Rosa. Petaluma pilot Patrick Bell, flying his gorgeous Stearman 450, played the role of Wiseman—conducting a flyby, landing, and handoff of a mailbag to open the flying portion of the show.

The best thing about the Wings Over Wine Country show is its diversity: There is literally something for any type of aviation fan to see and learn, at this show, including the unique static displays of 70-plus aircraft including just about everything from the Pacific Coast Air Museum's stable. The best thing about the PCAM aircraft is that the public is

allowed to sit in their cockpits and learn firsthand from the PCAM crew about the aircrafts' history. Where else can you sit in the cockpit of one of the F-14s used in Top Gun while enjoying aerial performances of aircraft ranging from pre-WW II trainers to current frontline military fighters?

This is what makes the show so special—and a good reason it gets so many repeat visitors year after year. There's always something different to see and too much on-hand to take in during a single visit. The Pacific Coast Air Museum deserves a hearty pat on the back for its tireless volunteer efforts in putting on this show each year. Keep up the good work—it's appreciated!

# Across the Border

## Fun and Sun at Abbotsford

Article and Photos by Anthony Richards

As we have done for the past five years, my family and I have made our trip to Abbotsford, BC for the world-renowned Abbotsford International Airshow, one of the oldest shows in Canada, celebrating its 48th anniversary this year along with the Centennial of Canadian Naval service. This was the first year since 2006 that the weather decided to finally let the sun shine through, and shine through it did at 95°F. As their 50th creeps ever closer, the organizers of the Abbotsford International Airshow Society put their

talents and hard work into yet another spectacular show. Against the normal routine, I was only able to make it for the last show on Sunday, and after having seen the show, I regret not having gone the whole weekend.

Highlighting the show after a year hiatus were the USAF Thunderbirds alongside the CAF Snowbirds. Though the show grabbed the F-15E Strike Eagle demo from ACC, C-17 Globemaster III from Altus AFB, OK, and the F/A-18F Super Hornet team from NAS Leemore, CA to represent the

United States military, attention was drawn to the stellar warbirds lineup featuring a restored Avro Lancaster painted in the colors of the 419 Sq, 6 Group, a Goodyear FG-1D Corsair from Vintage Wings of Canada, and another appearance of Hawk One. Other notable warbirds included John Session's F8F Bearcat and B-25J Mitchell "Grumpy" recently flown over from the UK to North America.

The static lineup featured some unique aircraft like a TC-135S Cobra Ball trainer from Offut AFB, NB, a trio of Hercules (CC-







130, C-130E, C-130J-30), a pair of Globemaster IIIs (CC-177 and C-17), and the CC-150 Polaris. Yet, the displays were smaller this year with the CH-149 Cormorant and MH-65C Dolphin II as no-shows and the CF-18 demo cancellation following the crash in Alberta.

I personally enjoyed the Piper Turbo Arrow IV of NavPath Aviation Ltd. and the outgoing and friendly Bob Leroux sitting, standing, and posing alongside the aircraft. In the time we spoke, he was kind enough to share with me an album of intriguing photos he had of the Lancaster before it's overhaul, just going to prove that the pilots and people at an air show are just as interesting as the flying and static displays.

Kicking off the show were the Rutan Quickie and Thunder Mustang ultralights followed by the Langley Museum of Flight collection and Doug Jardine's teaser demo. The Canadian Skyhawks parachuted into the show from a locally owned Cessna 208 Grand Caravan, donning large American and Canadian flags as each anthem played across the airport grounds. The American and Canadian military demos were superb. Among the military acts were the second CT-155 Hawk demo ever held and the exciting Canadian Armed Forces field assault including a CF-18 Hornet.

On the civil side, Doug Jardine put his Sukhoi Su-26MX through some amazing aerobatics in his first appearance at Abbotsford along with the ever impressive Manfred Radius in his Salto glider



taking a unique perspective on the beauty and grace of flight and a gentle landing right out in front of the crowd line. The real spectacle had to be John Mohr in his stock 1943 PT-17 Stearman putting this vintage aircraft through extraordinary maneuvers and pushing the limits of the famed military trainer. Flying inverted and rolling the aircraft this way and that kept the audience on the edge of their seats, nearly knocking them out with the extremely impressive “Harried” pass. Mohr’s barnstorming act was my favorite act of the show.

Other performances that were rather unique included a heritage fly-past of the Lancaster and CT-155 Hawk to celebrate the history of the 419 Sq between WWII and the present and Corsair demonstration putting an end to the eight-year gap without a Corsair at Abbotsford.

Though I only caught the tail-end of the show this year, I was more than pleased to attend yet another great year at the Abbotsford Airshow. A special thanks goes to Tony Froese and John of the media at Abbotsford and to thousands of volunteers that turned out this year to make the show as comfortable as possible for those attending.

The 2011 show is not too far off and planning for the 49th Abbotsford Airshow is already beginning. You can get more information by visiting:  
[www.AbbotsfordAirshow.com](http://www.AbbotsfordAirshow.com)





First Place - Nate Burrows (21 points)

Third Place - Michael Marra (15 points)



First Place - Michael Marra (21 points)



## Monthly Photo Contest

Congratulations to BOTH of the winners of the September photo contest - Nate Burrows and Michael Marra! 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 - Pete Langlois (12 points)

Fifth Place - Pete Langlois (6 points)



# REPORTS FROM THE FIELD

---

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!



# Rockford AirFest - Rockford, IL



Ryan Sundheimer



Nate Burrows

Ryan Sundheimer



Ryan Sundheimer



David Jacobson



David Jacobson



David Jacobson

Chad Grosvenor



David Jacobson



Chad Grosvenor



David Jacobson



Nate Burrows



Ryan Sundheimer

Nate Burrows



David Jacobson



Chad Grosvenor



Ryan Sundheimer

Nate Burrows



*IAC 52 Kathy Jaffe Challenge  
Lumberton, NJ*



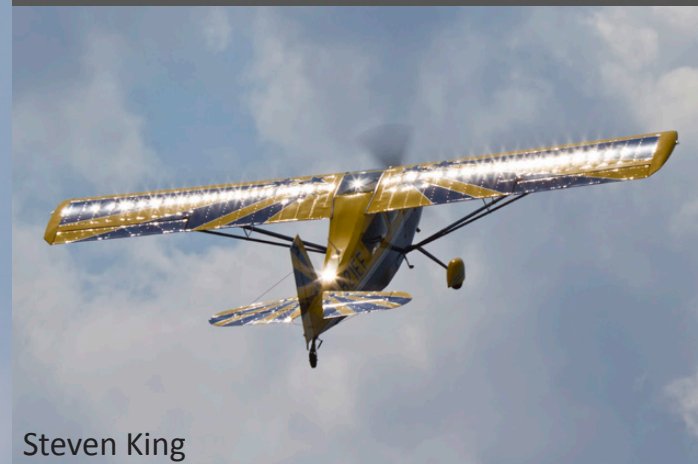
Chris Adolor



Steven King

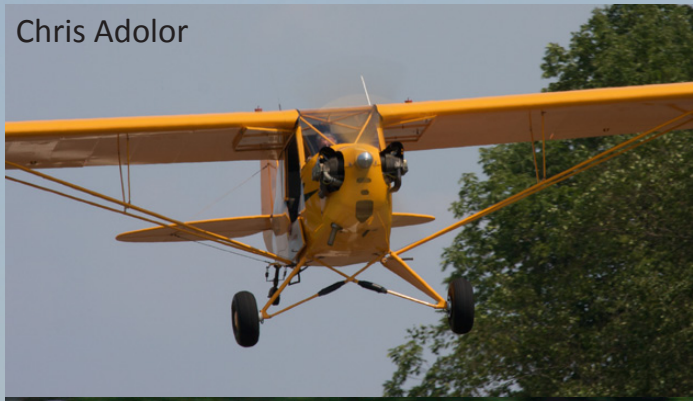


Steven King



Steven King

Chris Adolor



Chris Adolor



Steven King

Steven King



Chris Adolor



Steven King



Steven King

# Point Mugu Airshow - Point Mugu, CA

Article and Photos by Kevin Helm

An estimated 100,000 people attended the two day air show at Naval Base Ventura County (NBVC) Point Mugu on August 7th and 8th, 2010. Under a cloudy coastal marine layer, Commanding Officer Capt. James McHugh welcomed everyone to the first airshow since 2007 during the opening ceremony. Having moved the event date to coincide with

an opening in the USAF Thunderbirds schedule, the show presented a mix of regional military and civilian acts as well as a few acts seldom seen in the Southwest.

Greg Koontz from Ashville, AL flew a colorful and entertaining comedy act "Clem Cleaver and the Alabama Boys" in his 1946 Piper J-3 Cub. The act begins as "Clem" climbs up on the announcer's

stand demanding a beginner's flight lesson he apparently won. Later in the show, he "steals" the plane and takes off solo, with his whole crew chasing. Performing "low and slow" acrobatics including flying behind a treeline, "Clem" shows this will be an interesting "first" flight. Eventually "Grandpa" shoots off a tire from the ground to get "Clem" down,

and he lands on his pickup truck as it races down the runway. With "Sweet Home Alabama" blaring from the Dodge, "Clem" parades in-front of the crowd hooting, hollering and waving. For some reason the comedy acts do not come out west very often so this was a nice change of pace.

From Neosho, MO came Kyle and Amanda Franklin performing their "Pirated Skies" aerobatic wingwalking display. Amanda is in her first full season as a wingwalker with just under 30 performances under her belt in 14 months time. The soundtrack begins as the famous WACO "Mystery Ship" climbs into the sky; "the darkest of the deep ascended into the blue and transforming wooden ships into wooden flying machines and fabrics sails into fabric covered wings..." Carrying on the showmanship style of their late fathers, Kyle portrays "Captain Kyro" and Amanda "Scandalous Scarlett" during the 15 minute performance. Reaching speeds of 180 mph and altitudes of 3,000 ft, "Scarlett" while perched on the top wing endures loops, spins, hammerheads stalls and snap rolls.

Other civilian performers included Pitts S-2 pilots Bill Cornick and Spencer Studerman competing in their Aerobatic Racing Challenge (ARC), Julie Clark in her T-34 Mentor, Matt Chapman in his Eagle 580, Michael Wiskus in his Pitts S-1, Rick Perkins in his L-39 "Firecat", Chuck Aaron in the BO-105 Red Bull Helicopter and the Red Bull Skydivers.



The military was well represented with performances by the California ANG (146th AW) C-130J equipped with the 3,400 gallon Modular Airborne Fire Fighting System II (MAFFS), USN F-18C West Coast Demo (VFA-125), USAF C-17 Globemaster III West Coast Demo (729th AS), and the A-10C West Coast Demo.

The Thunderbirds took to the air almost an hour late on Saturday. This was a result of two events. First, it took longer than

expected (over 30 minutes) to fully extinguish the pyrotechnics used during the A-10C demo. As a result, the Sunday schedule was adjusted so the ANG C-130J MAFFS fire suppression demo immediately followed the Wall of Fire, making the firefighters' job easier and faster. Second, as the Thunderbirds were taxiing out to the runway, Thunderbird 1 had a mechanical problem. Lt. Col. Case Cunningham, Squadron Commander/Leader had to taxi to the





hot ramp and fire up the backup aircraft Thunderbird 8 or the performance would be cancelled. Just prior to taxing back out to join the rest of the team for take-off, the Thunderbird maintainers even managed to apply the distinctive number "1" marking and proper canopy rail markings to the backup aircraft. This delay was about 15 minutes. These two events resulted in the Thunderbirds taking off at about 4:20 PM and landing just before 5PM to conclude the show.

Although the static displays were sparse in quantity the mix was one of quality. Homebase test unit VX-30 had their NP-3D, KC-130 and squadron aircraft S-3B Viking "Bloodhood 700" with a fresh new paintjob. In fact, VX-30 operates the last three S-3s in the USN fleet for their unique test range support mission.

The Whidbey Island, WA based VAQ-129 Vikings brought both a sun setting EA-6B Prowler (wing aircraft) and a new EA-18G Growler. It was a treat to see the transitioning old and the new aircraft types together.

Other displays included an E-2C from VAW-112 (USS Stennis) and three more from VAW-113 (USS Reagan) arriving after the show Saturday from the ship, California ANG RQ-1 Predator UAV, three CA ANG (144 FW) F-16Cs (including the black tailed wing aircraft), two VFC-13 F-5F aggressors, Canadian Armed Forces Hawk and CF-18B of Operational Training Sqdn 410 among others.

*Oakland County Intl. Airport Open House  
Waterford, MI*

Ryan Sundheimer



Michael Pentrak



Ryan Sundheimer



Michael Pentrak



Michael Pentrak



Michael Pentrak



Ryan Sundheimer



Michael Pentrak



Michael Pentrak



# Wings Over Alpena - Alpena, MI

Photos by Ryan Sundheimer



# Westfield International Airshow Barnes ANGB, MA

Photos by Pete Langlois



*Thunder Over the Boardwalk  
Atlantic City, NJ*



Chris Adolor



Chris Brennan



Steven King



Steven King



Steven King

Steven King



Chris Adolor



Steven King



Steven King



Chris Adolor



Chris Adolor



Steven King



Chris Adolor



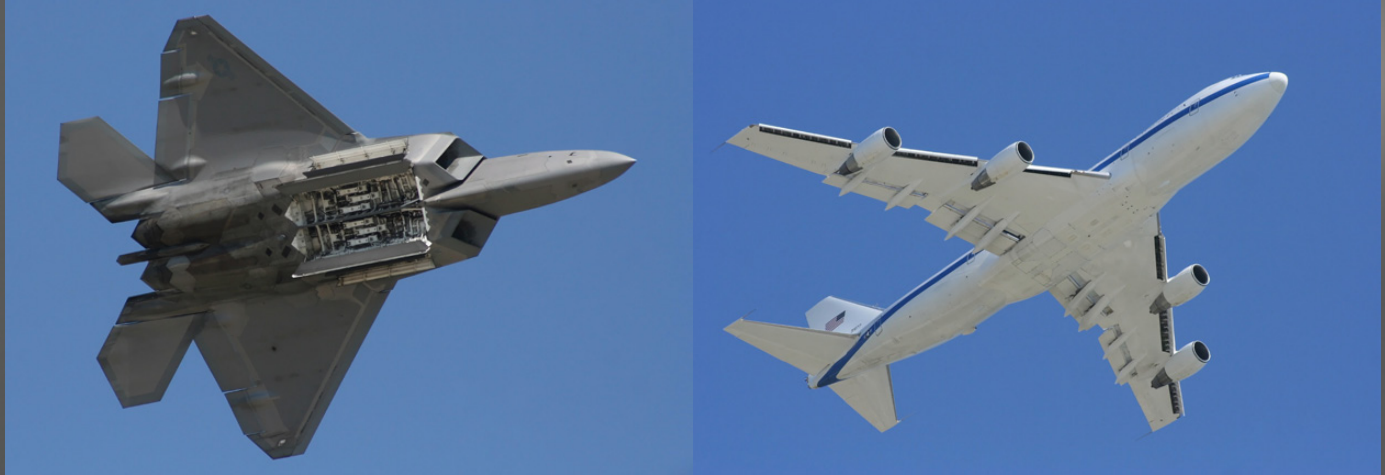
Chris Adolor



Steven King

# Offut AFB Airshow - Offut AFB, NB

Photos Nate Burrows





# Old Capitol Sertoma Club Fly-In Iowa City, IA

Photos by Nate Burrows



# Boston-Portsmouth Airshow Portsmouth, NH



Steven King



Steven King

Steven King



Steven King



Steven King

Steven King



Steven King



Steven King



Steven King



Pete Langlois  
Pete Langlois

Steven King



Steven King  
Steven King



Steven King





***Thanks for Reading!***