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December 2009 ♦ January 2010  
Volume 1, Issue 1

*The Magazine*



- ✈ **Year end Review of Air Shows We Attended:  
The BEST and the Worst**
- ✈ **The Angels are back in Toronto**
- ✈ **Ride of a lifetime with Fat Albert of the *Blue Angels***
- ✈ **Viper North: Meet the Pilots of the MiG-15 UTI**

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Cover: The Blue Angels at the 2009 CIAS, Toronto by Laszlo Nyary



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## Behind the Lens & to the point

By Laszlo

**Welcome** to our **Free** Premier issue in 2009 of *The Magazine* by [www.AirShowsReview.com](http://www.AirShowsReview.com). We, that is our team at *The Magazine*, love aviation, air shows, flying and some of us, like myself, photography.

*The Magazine*, by [www.AirShowsReview.com](http://www.AirShowsReview.com) as our web name would suggest, is not just about reviews of air shows, it goes much deeper than that. It is also about the pilots, the aircraft they fly at these events and about history of aviation, so richly illustrated with images taken by our team of photographers. Our team over the past couple of years has visited not just air shows, but museums displaying the history of aviation in Canada, England, the U.S.A. and Russia. We have acquired a lot of information and images that will appeal to you as our reader. *The Magazine*, will be published bi-monthly. Our hope is for you to enjoy reading and seeing images about aircraft and aviation

The mission of *The Magazine*, includes reviewing air shows and providing honest and factual information of air shows that we have attended. The perspective is not just from our professional photographers, but pilots too who fly at the air shows. Our goal is to give an idea to the general public, and hopefully feedback to the air show organizers about how their show is perceived from the 'outside' looking in. Over the years, many air show organizers have become complacent, with a "business as usual" attitude and not open to the changes brought on by the power of the internet, and clinging to old fashioned ways "because that's the way we did it in the past years." Times have changed and air show organizers need to change with the times and take advantage the power of the internet as it relates to publishing, blogs, and new marketing ideas. More importantly, since *The Magazine* is entirely Internet based, making it environmentally friendly and ecologically **Green!**

Just as importantly our mission at *The Magazine* is also about presenting the living history of aviators, pilots, active duty military and veterans, and to inform from their own perspective. That is why we also have pilots and performers in our team.

You are invited to contribute and join our team if you are a warbird owner and would like to tell the history of your particular aircraft, have passion about aviation photography and can take good photographs, or as a veteran who is interested sharing your story with our readers.

**IMPORTANT NOTE:** *The Magazine* is interactive with invisible hot-links, by hovering over some of the images and advertisements, the cursor changes into a pointing hand and a small window will highlight the destination path to the web site that the reader can visit for further information.

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## Inside the cockpit

By Coop

A few people have asked me why I had an interest in being an Air Show pilot. I can understand the question because it's not necessarily the end progression for all pilots. Some are happy flying privately, some want to fly as a profession, not many end up in the Air Show circuit.

I started flying as a teenager. I always wanted to fly, I don't know why, but I do remember once I started, I wanted to fly fighters. Like so many, my chance evaporated with applying and finding out that if you wore glasses, you weren't flying. So off I went on my own to fly what was available to us civilians.

Well 35 years later having owned and flown many fixed and rotary wing aircraft, I finally got to where I had wanted to start. With my good friend Jeff, I acquired an Aero Vodochody L29 Delfin. I flew it for almost 18 months before the "bigger bug" bite me. You know the syndrome that makes us want a bigger boat or a faster airplane. Well for me it was a Mig-15. I love history and the Mig-15 was the starting point of the swept wing jet fighter era.

Now with two airplanes that I knew people would enjoy seeing, how was I going to share them with others? Well I had been to many Air Shows in my life and I had the honour of being the President of the Toronto Air Show for 4 years, it just made sense, become an Air Show performer.

So after months of training and preparing for performing in both Aircraft, Jeff and I are able to share our love of aviation and these historic aircraft with others. We both enjoy meeting and interacting with the public at the Air Shows and sharing out love and passion with other aviation enthusiasts.

It is a lot of work and is more tiring than one would think. It's not just a matter of jumping into the airplane and going. There are many more aspects to flying in a show than you would imagine, certainly more than I imagined. It is both mentally and physically draining and by the end of the weekend I am pretty worn out, but I love it.

I am doubly blessed in the fact that I am able to share these aircraft with others, and the fact that my lovely wife Marilyn enthusiastically joins me on the road when we travel around to different Air Shows. My love of flying has grown since flying in Air Shows and I can't imagine not doing it.



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AND A HAPPY NEW YEAR!**



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# Year end Review of Air Shows We attended: The **BEST** and the **Worst**

By Laszlo

2009 was a very busy year for the staff of [www.AirShowsReview.com](http://www.AirShowsReview.com). We attended seventeen (17) air shows: six (6) in Canada, and eleven (11) in the U.S.A. Several of these air shows were on active military bases, which made these events even more interesting due to the fact that sometimes they included rarely seen aircraft.

So who was the **Best** and who was the **Worst**?

One of the major factors that can do make or break an air show is the weather. In 2009, generally speaking, it was just awful. Rain, drizzle, high winds and low ceilings affected many of the events, which resulted in very few and limited performances or the out right cancellation of the event.

There are many more factors that are evaluated when we are determining the quality of an air show and at [www.AirShowsReview.com](http://www.AirShowsReview.com) we look at not less than 20 factors when scoring our ratings. Good air shows have to be an excellent value for the money, even if some are free to attend, there are other associated costs involved: traveling to the show (not every attendee is local), parking, programs, food and drink, and even near by hotel/motel costs. The air show organizers need to pay attention how the shows are actually organized, and should listen to feedback from the public; some do, but most do not. The cost of travel is rising, gasoline as all know is expensive, thus, traveling to air shows isn't cheap, especially if the air show event is out of town, state or province. Of course, having top team air show performers always draw a good crowd, such as the Blue Angels, Thunderbirds and the Snowbirds. Yet, having these teams not always guarantees a great air show, especially if they do not fly due to bad weather, they have mechanical difficulties, or the show is disorganized.

We will split the air shows into three (3) groups; U.S. Military, Canadian Civilian and U.S. Civilian. We did not attend any at Canadian Military bases this year. Each will be given the Best and Worst of the group. The air shows are listed in the order of the show dates, latest on top. The Best of each group will be **highlighted in bold gold**. The worst of the group will be highlighted in **grey bold with a reason given as to why**.

There is one over all winner for the **2009 Best Air Show** we have attended based upon all the 20 factors we evaluate and one for the **Worst of 2009**. While some of our readers may not agree with us, or the people who are in charge of running a particular air show, as in their mind they deserve a 10/10 just for having one, we stand by our reviews. We are fair, and honest.

## **U.S. Military:**

2009 NAS Oceana, Virginia Beach, Virginia (reason: weather)

**Scott AFB Air Show, Illinois**

Rhode Island National Guard Open House, Rhode Island

Airpower Over Hampton Roads, Hampton, Langley AFB, Virginia

## **Canadian Civilian:**

Canadian International Air Show, CNE, Toronto 2009, Ontario

**Brantford Rotary Club Charity Air Show, Ontario**

Windsor International Air Show, Ontario

Abbotsford International Air Show, British Columbia, (reason: too many to list here)

Wings & Wheels St. Thomas Air Show, Ontario

Wings & Wheels 2009 Heritage Festival Toronto (Downsview) Ontario

## **U.S. Civilian:**

Atlantic City Air Show, New Jersey

Geneseo Air Show, New York

Binghamton, New York

19th annual WWII Weekend, Reading, Pennsylvania

**13th Annual Indianapolis Air Show, Indiana**

Rochester International ESL Air Show, Rochester, New York

Branson Air Show, Branson, Missouri (reason: total disorganization)

**The BEST Air Show, the over all winner in our opinion is:**

**13th Annual Indianapolis Air Show, Indiana.**



This was based upon all the criteria we look at, while at an air show.

Scott AFB, was very close, but the weather interfered on Sunday. In theory, 2009 NAS Oceana, in Virginia Beach might have been the best if only the weather would have cooperated. However, that was not the case, in fact the weather was horrible at Oceana, with drizzle, cold gusty winds, and a low ceiling, which forced the cancellation of the majority of performances on both show days.

For detailed reviews of all the above air shows please click on this link: <http://airshowsreview.com/Airshowsreview.htm>



The people behind the 2009 Indianapolis Air Show.

## **The Angels are back in Toronto**

By Laszlo

For more than 25 years of not flying at the Canadian International Air Show (CIAS) in Toronto, the Blue Angels returned with thundering roar that echoed during the Labour Day weekend in downtown Toronto.

The U.S. Navy's Flight Demonstration Team, as the Blue Angels officially known, is not only the best but also one of the more exciting flight teams in the U.S. armed forces. The Angels are also one of the best multi aircraft teams in the world. Wherever the Blue Angels go, let that be in the U.S.A., Canada or world wide they always draw a huge crowd and interest from the media.

The Blue Angels are also one of the oldest teams flying since June 1946 at their home base, Naval Air Station (NAS) Jacksonville, Florida. Flying the Grumman F6F Hellcat, they were led by Lt. Cmdr. Roy "Butch" Voris. In August, 1946, the Blue Angels transitioned to the Grumman F8F Bearcat. One year later, the 1947 team, led by Lt. Cmdr. Robert Clarke, introduced the now famous "Diamond Formation." The Blue Angels flew the following aircraft over the years:

### **Demonstration aircraft**

Grumman F6F-5 Hellcat - June-August 1946

Grumman F8F-1 Bearcat - August 1946-1949

Grumman F9F-2 Panther - 1949-June 1950 (first jet)

Grumman F9F-5 Panther - 1951-Winter 1954/55

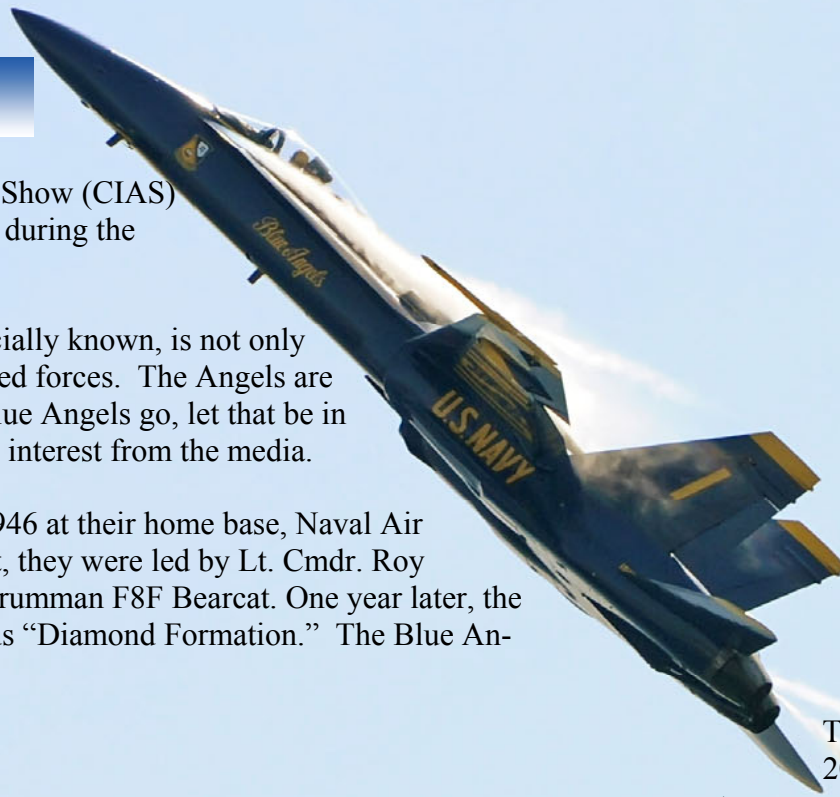
Grumman F9F-8 Cougar - Winter 1954/55-mid-season 1957 (swept-wing)

Grumman F11F-1 Tiger - mid-season 1957-1969 (first supersonic jet)

McDonnell F-4J Phantom II - 1969-December 1974

Douglas A-4F Skyhawk - December 1974-November 1986

McDonnell Douglas (now Boeing) F/A-18A/B Hornet - Since November 1986 and presently transitioning to the F/A-18C/D.



### **Main Support aircraft**

Douglas R4D Sky Train - 1949-1955

Curtiss R5C Commando - 1953

Douglas R5D Skymaster - 1956-1968

Lockheed C-121 Super Constellation - 1969-1973

Lockheed C-130T Hercules - 1970-Present aka "Fat Albert Airlines"

### **Other aircraft**

SNJ Texan

Lockheed T-33 Shooting Star

Chance Vought F7U Cutlass for 1952 as solo aircraft

The Blue Angels in 1954 relocated to their present home base at NAS Pensacola, Florida. For the 2010 season there will be some new team members: three F/A-18 Hornet pilots, a C-130 pilot, maintenance officer, and a supply officer. Additionally, the Blue Angels selected a new public affairs officer to join the 2011 team. For additional information visit the official web site ; <http://www.blueangels.navy.mil/>

One of the best places where to view the Blue Angels at the CIAS 2009 was from the Canadian Navy's frigate Ville de Quebec anchored just south west of the Flight Line, with spectacular view Toronto's skyline as the background.





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View from the Ville de Quebec



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# CIAS Toronto 2009



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# Ride of a lifetime with Fat Albert of the *Blue Angels*

Sometimes we get lucky once, and sometimes twice. Well, I can say I was lucky twice; once at Indianapolis and again in Toronto, as I had the chance to ride twice with the Fat Albert Airlines, of the Blue Angels.

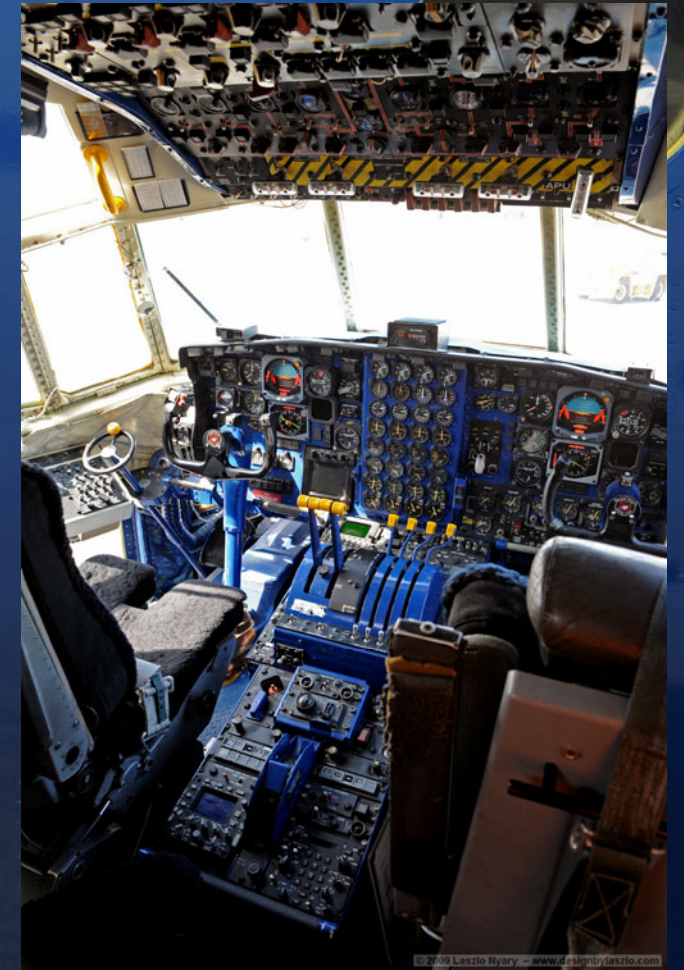
However, in Toronto, and very luckily for me, I had a cockpit seat, unlike the rest of the media who were on the same ride. Several of the media persons tossed their cookies during the flight over downtown Toronto. As for me, I was enjoying the wild ride, taking off at 45° at Pearson International Airport, accelerating to 340 mph and leveling off, we all experienced zero gravity.

Then we headed towards downtown, and Lake Ontario. We made several passes around the CN Tower as we waited for proper clearance to swoop down close to water just adjacent to Ontario Place. With the nose of Fat Albert pointed at 45° up, with full power we accelerated to 340 mph again. We leveled off, experienced zero gravity again and banked at 60° several times, pulling just a bit over 2G's in the turns. It was awesome, if you like this kind of fun.

But like all good things, the ride came to an end, as we descended at Pearson International. During the flight, I had my Nikon D3 with me and I just kept on shooting from my seat behind the pilots and next to the Flight Navigator.

## *Fat Albert Airlines*

- Maj Drew Hess*
- Maj Brendan Burks*
- Capt Edward Jorge*
- GySgt Donnie Pharr*
- GySgt Ben Chapman*
- GySgt Adam Church*
- GySgt Joe Alley*
- SSgt Tommy Zurek*



Cockpit of the C-130T Hercules: Fat Albert





Zero Gravity inside Fat Albert



© 2009 Laszlo Nyary



Fat Albert Above Ontario Place



2009 is the last season for Maj Drew Hess the Commander, of Fat Albert.

The new C-130T Aircraft Commander will be Marine Capt. Benjamin Blanton, currently assigned to VMGR-452 at Stewart Air National Guard Base.



## Viper North: Meet the Pilots of the MiG-15 UTI

By Laszlo



I saw the Viper North Team members “Coop” and “Biscuit” for the first time at the Wings and Wheels Air Show in Downsview, (Toronto) this year. What truly set them apart from the rest in my eyes were their unique MiG-15 UTI, and that both of them were friendly and approachable. Coop and I had a small chat about the MiG-15 and Coop took my photo in front of the MiG-15. The MiG-15 brought back memories of my visit to the Russian Air Force Museum, in Monino, just east of Moscow, where I saw my last MiG-15.

Later this year, at the Scott AFB Air Show, I saw both pilots landing on Friday in the MiG-15 UTI and in the L-29C, and taxi to the parking area. When they disembarked from their aircraft, I greeted them. Coop remembered me, and was surprised to see me there, and we struck up a small conversation about the upcoming event. Coop also introduced me to the other Team members: “Biscuit”, Rick Reeves, and Coop’s and Rick’s spouses.

Viper North team owns two aircraft; an Aero Vodochody L-29 Delfin and a Mikoyan-Gurevich MiG-15 UTI. These are piloted by Richard Cooper and Jeff Lewis, both aircraft put on a show demonstrating the aerobatic capabilities of these early generation jet aircraft. While Viper North is a relatively new team on the air show circuit, the team has decades of flying experience.

Richard "Coop" Cooper, entrepreneur from Mississauga, is an experienced fixed wing and rotary wing pilot. Flying since 1972, he has accumulated more than 3,000 rotary-wing and 3,000 fixed wing flying hours and over his career has owned and piloted a wide range of aircraft and helicopter types. Richard is an avid supporter of both Canadian based and US based aviation organizations and holds the distinct honor of being an Honorary Snowbird.

Jeff "Biscuit" Lewis, an Air Canada Captain and Aeronautical Engineer from Toronto, is a very experienced fixed wing pilot. Flying since he was 10 years old, Jeff has accumulated more than 8,000 hours and over his career has piloted more than 70 different aircraft types. A graduate of the Royal Military College of Science and Cranfield University in the UK with a degree in Aeromechanical Systems Engineering and a post grad course in Experimental Mechanics of Flight, Jeff joined Air Canada in 2006 and is a Captain on the Brazilian built Embraer E190.

Richard and Jeff, close friends for over 10 years, were trained by USAF Test Pilots in Reno, Nevada and have been flying the MiG-15 for over a year and the L-29 for over 2 years. Both pilots are members of EAA, ICAS, and the Red Star Pilot's Association.



The Mikoyan-Gurevich MiG-15 is a jet fighter developed in 1947 for the USSR by Artem Mikoyan and Mikhail Gurevich. The MiG-15 was one of the first successful swept-wing jet fighters, and it achieved fame in the skies over Korea, where early in the war, it outclassed all enemy fighters. The MiG 15 was the reason the air-space over North Korea became known as MiG Alley. The MiG-15 is believed to have been one of the most numerous jet aircraft ever made, with over 12,000 built. Licensed foreign production raised the total to over 18,000. The Mig-15 is often mentioned along with the F-86 Sabre in lists of the best fighter aircraft of all time.

Viper North's MiG-15 UTI is painted in original factory colors and probably the finest MiG-15 flying today. Originally manufactured as a single-seat bis model, this aircraft served in the Soviet Air Force from 1954 to 1968. In 1968, as part of a lease to the Polish Air Force, this aircraft was converted by the MiG factory to a SB Lim-2 UTI – adding the second cockpit and larger, more powerful, VK1 engine – the same engine as the MiG 17 without the after burner. This MiG 15 was operated by the Polish Air Force from 1968 to 1991. Nicknamed “White Lady” and still with its tactical designation “Red 117”, this aircraft underwent a 10 year restoration process in the USA, first flying again in 2004. The aircraft did not fly again until 2008, when Viper North purchased the aircraft and returned it to flying condition.



Top Speed: Mach 0.92 or 668 MPH  
Climb Rate: 10,200 FPM  
Fuel Burn: 460 g/hr  
Ceiling: 51,000 feet

I hope to see Coop and Biscuit at several air shows in the upcoming 2010 season. It would be thrilling for me to ride in the MiG-15 and to take some photos from the cockpit while in the air.

Viper North Team offers aerobatic demonstration, media and corporate rides, fly-pasts and static display for air shows. What would be real awesome and very exciting is to see the MiG-15 fly in formation together with a MiG-17 and a MiG-21. I hope some air show organizers are listening!

Jeff “Biscuit” Lewis at Scott AFB.



## Meet a Real HERO

Introduction By Laszlo



With great respect I would like to introduce to our readers, one of our contributing correspondents. Pictured center is 60 year old Dallas Wittgenfeld who is a highly decorated and combat wounded Vietnam Veteran of the Airborne Rangers.

Dallas, has continuously parachuted since 1969 beginning in the U.S. Army Special Operations, then later flying as a commercial rated airplane pilot and hot-air balloonist. Today he is an honorary Colonel in the Valiant Air Command and a Senior Parachutist 'n Freefaller on the international Liberty Jump Team. Veterans affiliations include the Special Forces Association and the Military Order of the Purple Heart. Here he receives a 75th Airborne Rangers Challenge Coin from current Airborne Rangers at the Joint Services Air Show on Andrews Air Force Base near Washington D.C., May 2009.

Dallas, will be writing articles about his experiences as an Airborne Ranger, parachutist and hot-air balloonist. The red, white, and blue aeronaut is available for air shows and patriotic outdoor Veterans affairs. For availability and booking arrangements contact Dallas via email: [PurpleHeartParachutist@gmail.com](mailto:PurpleHeartParachutist@gmail.com) or by phone: (386)-479-4843.



Above photos courtesy of Dallas Wittgenfeld.



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# 2009 Air Show Photos

By our photographers



Jim Beasley, Jr. at 2009 CIAS, Toronto.



R to L. Capt. Phil 'Ritz' Smith and Capt. John 'Gizmo' Cox, WSO, of the F-15E Strike Eagle Demo Team at 2009 NAS Oceana, Virginia Beach.



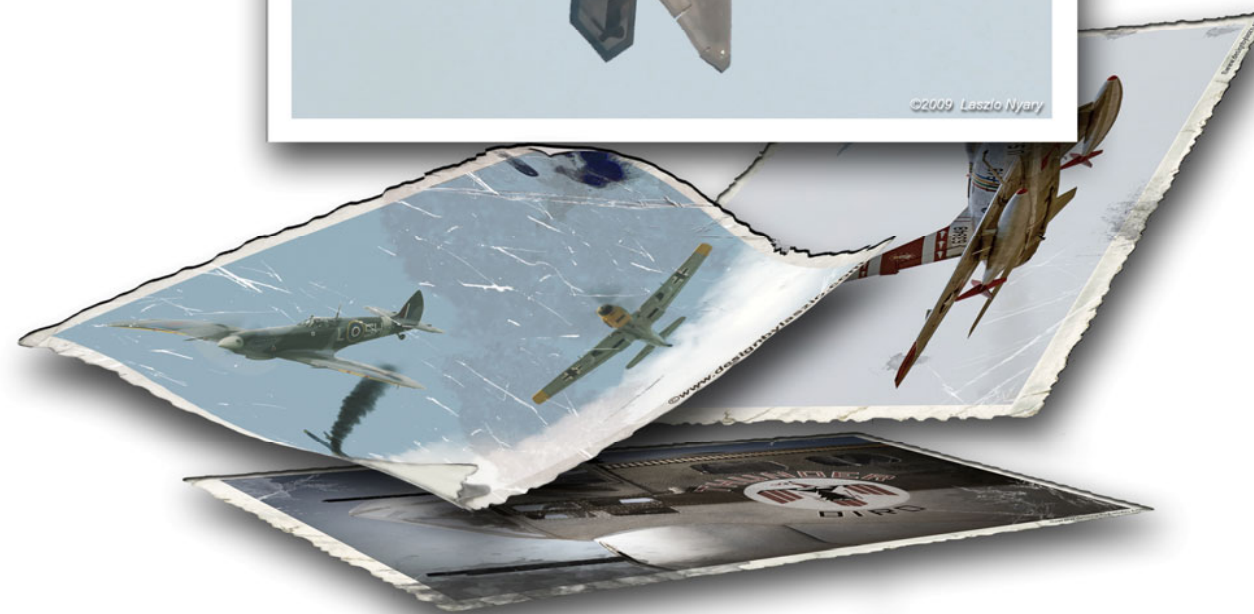
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## 2009 Air Show Photos

By our photographers



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F-22 Raptor at Atlantic City Air Show



©2009 Joe Osciak



©2009 Joe Osciak

B1-Lancer and a flock of F-15 Eagles at Winston Salem Air Show

While this was not at an air show, Air Force One landing at Philadelphia, with the President for a fundraiser is an interesting subject.



©2009 Joe Osciak



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Couple of P-51D Mustangs from the Nellis AFB "Aviation Nation" Air Show held on Nov. 14 & 15, 2009.



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Couple of old enemies from the Korean era: the MiG-17 and the F-86 Sabre followed by The USAF Heritage Flight at the Nellis AFB "Aviation Nation" Air Show held on Nov. 14 & 15, 2009.



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©2009 Andrew J Warren

P-40 Warhawk flown by Bob Baranaskas, before his tragic accident this year, and his P-51D Mustang.



©A.J. Warren

A rare Me Bf-109E at Thunder Over Michigan

(2) Thunderbirds flocking together at Langley AFB.



©2009 Andrew J. Warren

## Upcoming Events: Tell everyone about your upcoming Air Show!

In this section you can list your Museum or your upcoming air show with your Logo, back linked to your website, for a reduced yearly fee of only \$100.00. For further information just click here.



Rob Holland, one of my favourite Civilian performers, at the Geneseo 09 Air Show. By the way, it is not my hand in the photo. The hand belongs to Seth Goltzer, who accidentally stuck his hand in front of my lens during air-to-air shooting at Geneseo. It happens when too many photographers are packed into a photo plane.

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Images from the Windsor Air Show: Tim "Donor" Woods in the CF-18 and Chris Hadfield in the F-86 Sabre.



F/A-18F Super Hornet "Rhino" with vapour cone, flying close to the speed of sound, at the Abbotsford Air



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