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June ♦ July 2010  
Volume 1, Issue 4

*The Magazine*



- 
- ✈ **Centennial of Naval Aviation; a look at the Navy's Museum of Aviation**
  - ✈ **Air shows in Arizona: D-M AFB Tucson & MCAS Yuma**
  - ✈ **Meet the 2010 Thundersbirds**
  - ✈ **The 2010 A-10 West & F-16 Viper West Demo Teams**
  - ✈ **Grimes Gathering of B-25's**



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Cover: F-14 in front of the Navy's Museum of Aviation, Pensacola, Florida, by Laszlo Nyary.



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## Behind the Lens & to the point

By Laszlo

**Welcome** to our **Free** June-July on-line issue of *The Magazine* by [www.AirShowsReview.com](http://www.AirShowsReview.com).

I just got back from Arizona, where I attended two air shows, one held at Davis-Monthan AFB and the other at MCAS Yuma. In addition, I visited several aircraft Museums in the neighborhood: Pima Air & Space Museum in Tucson, just across from the D-M AFB, Arizona Wing of the Commemorative Air Force in Mesa, Planes of Fame in Valle, just north west of Flagstaff, and the San Diego Air and Space Museum in California. We will feature articles of these museum visits in our upcoming issues later on this year.

By the time you are reading this current issue, the air show season is well under way. In June, our contributing photographers will be visiting several air shows in the eastern portion of the USA and Canada. In July, we will be off to see the Royal International Air Tattoo, in the UK. Some of these air shows will be covered in our August-September issue, as well as other related articles by people who love airplanes and aviation.

In December 2010, Air Shows Review will award our Yearly Award for the Best Air Show we attended in 2010. The Award is based on many different criteria; i.e., it is not based upon just the size of an air show or how many top teams are performing. It is about the over all experience which include organization, facilities, hospitality, knowledgeable and helpful staff, who go out of their way to make you feel welcome, and value for money spent.



Roger Bishop, the Chair of the Indianapolis Air Show, accepting the 2009 Best Air Show award from Air Shows Review.

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## Inside the cockpit

By Coop

An important part of the Air Show season is now in full swing, preparing for the start of your first Air Show of the season. It is very easy over the course of the winter to slip from our normal routine during the season, of staying in shape for the extra stresses of performing in an Air Show. A good weight-training program is just as important as a good cardio program. Weight training builds the muscles needed to help both control your weight as well as to help with the effects of G forces.

Many factors come into play and affect a pilot, before, during and after the performance.

The day usually starts very early with the pilot safety briefing. After the briefing, preparation of the aircraft for the show is very important. Some shows will also have an early morning photo session that can start as early as 8 am. So having the aircraft ready very early becomes an additional requirement. Once the aircraft is checked and readied for flight most performers are usually around their aircraft to answer questions until it is close to their performance time. At this point you have been on your feet for probably about 6 hours, many times in the hot sun. Dehydration is a major concern that has to be watched closely, G tolerance is greatly affected with dehydration. Your bodies' ability to withstand the additional forces during aerobatic maneuvers goes down with dehydration, lack of sleep, lack of proper food and stress.

Before a performance it is important to take some time to collect your thoughts and work through your routine in your head or on paper to properly prepare yourself. Most times you will see the pilots off on their own or with their crew prior to the performance mentally preparing for that days flight. Each day has a different dynamic that has to be considered, some times weather some times changes in the schedule, but every day is different.

During the flight on warm days, the temperature in the cockpit can rise to the point where it becomes difficult to concentrate. Drinking plenty of water becomes critical to ensure that you don't dehydrate during your performance.

By the end of the show day you can be physically drained from the heat, standing most of the day, and the G forces. You have to pace yourself, as a lot of shows will have functions for sponsors after the show closes, which you need to attend. This can make for a late evening and next mornings safety briefing comes early.

It is both an exhilarating and draining experience performing in an Air Show. The enthusiasm of the crowds is a great motivator in keeping the energy level required to do a good job. We love to talk to the people who come out to see the show. It is a great experience to be able to share our love of aviation with others. If you ask Air Show pilots why they do what they do, you will hear about their love of flying and the thrill of being able to share it with others.

I hope to see you at one of our shows this summer.

**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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## Centennial of Naval Aviation; a look at the Navy's Museum of Aviation

Article & photography by Laszlo Nyary



The 100<sup>th</sup> year Anniversary of Naval Flight will be coming up in 2010. In honouring and to celebrate this anniversary I decided to include this article about the Museum where a life size replica of this historic aircraft that started aviation for the US Navy is located.

The US Navy's Aviation Museum officially known as the National Museum of Naval Aviation is located on the grounds of the Naval Air Station (NAS) Pensacola in Florida. The National Naval Aviation Museum is located approximately seven miles west of downtown Pensacola. Parking and admission to the Museum are free. Open daily from 9 a.m. to 5 p.m., seven days a week year-round, with the exception of Thanksgiving, Christmas and New Year's days. The NAS Pensacola is also the home base of the world famous United States Navy's Blue Angels Flight Demonstration Squadron.



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The first US Navy aircraft was the A-1 Triad. The replica of the A-1 Triad is on display above to the entrance of the Museum.

This Museum is one of the best of its kind with brightly lit exhibit halls (wings) and atrium, but more importantly, it is very visitor friendly with excellent volunteer staff to help the visitors. An excellent place to see, photograph, touch and learn about the history of Naval Aviation of the United States.

I had the opportunity to visit the Museum in 2009, while I was in Pensacola to photograph the Blue Angels for a project. During the air show season, usually from mid-March to early November, visitors to the Museum can watch the Blue Angels practice on most Tuesdays' and Wednesday mornings. For further information visit the [Blue Angels website](#).

The Museum has over 150 various aircraft on display inside and outside of the main building. Inside the main building some of the aircraft on display are suspended from the ceiling, attached to the wall, are on the floor in thematic settings. There are also cutaway engines on display, showing their inner complexity. Most of the aircraft are American made, and obviously the type used by the Navy and the Marines, but one can find a few foreign aircraft such as the Fokker D. VII, A6M Zero, N1K2-J Shiden Kai (George), De Havilland Otter, and even a MiG-15 Fagot. Some of the larger aircraft are displayed on the flight line behind the restoration hangars. These aircraft are not usually accessible without an escorted tour.

To summarize, National Museum of Naval Aviation is one of the must see places if you enjoy looking at historical aircraft, and to learn about them. It is well worth the drive even from distant places. For further information visit the [Museums website](#).





The F4F/FM Wildcat forefront suspended, the D-558-1 Skystreak wall mounted and the Grumman F9F-2/5 Panther suspended.



Another look of the US Navy's first aircraft the A-1 Triad.

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Pre-World War II, New Standard NT-1 trainer in the center with various era aircraft around and below it.

One of the Museum's Consolidated PBX-5 Catalina is suspended over several era aircraft in West Wing.



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WWII, TBF/TBM Avenger suspended forefront with a TDR-1 assault drone behind it, with several carrier aircraft below them, such as the SB2A Buccaneer, SBD Dauntless and F6F Hellcat.







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- The F7U Cutlass (top left insert and above) is a rarely seen very unconventional jet aircraft from the late 40's, it also happens to be one of my all time favourite US aircraft due to it's looks.
- A cutaway General Electric J33 Turbojet from 1947 (mid-insert).
- The Douglas A4D/A-4 Skyhawk with full ordnance is suspended just over the information desk.

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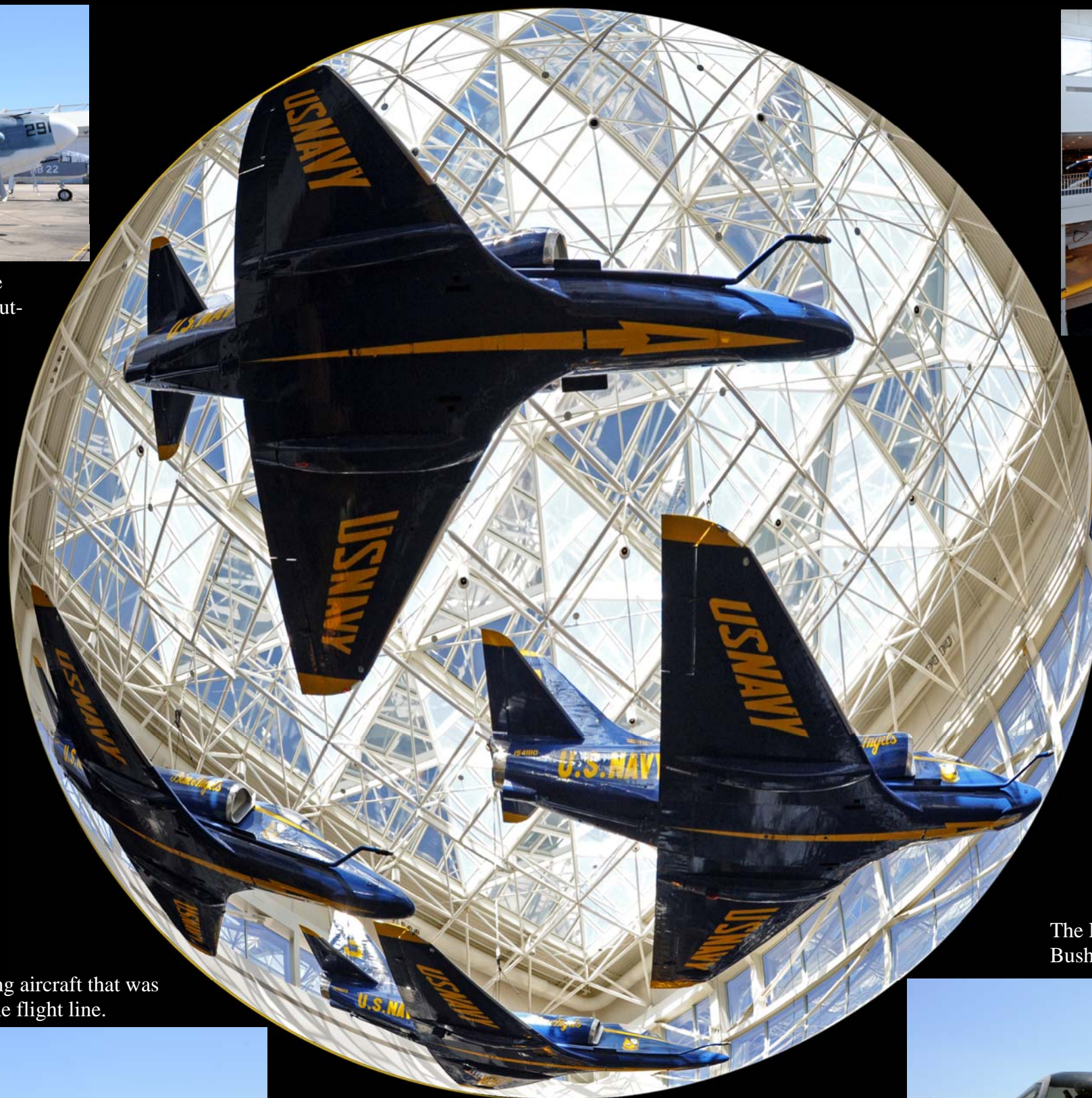
The Lockheed PV-2 Harpoon from WWII, above and the Cold War era P5M/SP-5B Marlin, below are on display outdoors on the flight line



The A-5/RA-5C Vigilante, below, a long and sleek looking aircraft that was Capable of Mach 2 speed, now it is parked outdoors on the flight line.



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The four Skyhawk A-4F versions that flew with the Blue Angels are suspended in the Atrium.



The Lockheed S-3 Viking that landed President George Bush on the carrier USS Abraham Lincoln on May 1 2003.



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## Air shows in Arizona: Davis-Monthan AFB & MCAS Yuma

Review by Laszlo Nyary

There were two major air shows separated by only one week apart in Arizona in March this year. Aerospace and Arizona Days 2010, March 20-21, a two day event was held at Davis-Monthan AFB, in Tucson, while the smaller venue, MCAS Yuma 2010 Open House and Air Show, on March 27, Saturday, only one day if we do not count the media day on Friday, was held at the Marines Corp Air Station Yuma, a week later.

Our reporters covered both events successfully, although the D-M AFB event on Media day for us was almost a non-event due to lack of proper and clear communication by the PAO staff at D-M. Eventually the issue was resolved by interaction from Scott AFB's PAO — thank you Karen Pettit Chief of PAO at Scott AFB for your help!

One of many positive things of air shows held at air bases, let that be Air Force, Marines, or Navy that they are free to get in. However, because it is free to get in it doesn't mean that one will not be spending any money at these events. Due to security one is not allowed to bring in any liquids even for drinking such as water, and at some bases not even a folding chair or blanket to sit on. Food and drinks are available but they are certainly far from inexpensive; a bottle of water will cost around \$3.00 or more.

### The review of the Aerospace and Arizona Days Air Show at Davis-Monthan AFB:

The air show is held here every second year, as the air show rotates between Luke Air Force Base in Phoenix. As I've learned and experienced first hand from people who are involved and from past staff, not everyone looks forward to these events. It is no doubt a major undertaking to organize an air show, and for some in the military services including PAO it is just extra work, they'd rather not do, or do as little as they can get away with. However these persons forget, that while it is a lot of work, it is also a good place to show the public (tax payers who pay for their salaries) pride and competence in what they do. Luckily not all of the military personnel think that way, and those who are enthusiastic and appreciate interest from the public and the media can truly make a visit worthwhile.

Generally speaking the overall impression of the show right from the beginning it seems a bit disorganized. It could have been handled better to say the least. Thus overall it was just an average event, while certain parts by the performers were excellent, to us it is the overall experience that counts. And the D-M AFB show proved it once again that bigger is not necessarily better. I am not going to repeat the review of the D-M AFB Air Show that is already available online on our site, to read the complete [review just click here](#), but will add a few additional insights and highlight the positive, and the people who made it happen.

The top tier performers included the U.S. Air Force Thunderbirds, the A-10 West Demo Team, and The Navy's Super Hornet Team. There were other impressive demonstrations which the U.S. Air Force Academy Wings of Blue Parachute Team skydiving from a C-17 Globemaster II, Combat Search and Rescue, Border Patrol Take Down Demo and a real surprise by unscheduled fly-by of a U2 Dragon Lady. A rare fly-by of a B-17G with a P-51D Mustangs and aerial refueling demo with a Hercules and Blackhawk helicopter was interesting too. The Heritage flight consisted of the A-10 and a Skyraider. There were typical civilian performers such as the Patriots, Greg Poe and Ed Hamill, and a jet car race. A wide variety of static aircraft were on display too including the B1-B Lancer, and the RC-135U Combat Sent electronic reconnaissance aircraft.

During media day, on Thursday March 18th which was changed the last minute from Friday, I had the chance to meet some of the pilots of the Thunderbirds as well as members of the A-10 West Demo Team, and was able to talk to and to take photos of them.



Photo courtesy of www.PhotographybyLaszlo.com

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From the Thunderbirds I've met Major John Baum, who is #2 Left Wing, who is in his second season, Captain Kristin Hubbard #8 Advance Pilot/Narrator and Captain Jason McRee #12 who is the Public Affairs Officer for the Thunderbirds. The D-M show was the Thunderbirds' opening show for the 2010 season. I learned that unlike the Navy's Blue Angels, the Thunderbird pilots wear the G-suit during their performances as they make much tighter turns and pull more G's in their Lockheed-Martin F-16. I was also informed that in 2009 the Thunderbirds, upgraded their aircraft to the latest Lockheed Martin F-16 C/D Fighting Falcons. Besides the enhanced avionics on board, the latest Pratt & Whitney F100-PW-229 engine, with 29,160 lb of thrust has an extra 3,600 lbs thrust over the previous engine of the F-16. A bit more oomph never hurts during a demonstration.

This show was also the opener for the season for the A-10 West Demo Team, who are based out of Davis-Monthan AFB. Thus it gave them a bit of home tarmac advantage, so to speak. I met with the pilot of the Team, Capt. Joe "Rifle" Shetterly. This was his first season and first public performance with the Team, as well as with TSgt Tommy Napier.

Meeting the above named personnel was not only very informative, but their enthusiasm, professionalism and friendliness certainly made up for issues that I encountered with the PAO at D-M AFB on Thursday. I would like to thank all the above named, especially Capt. Jason McCree #12 Thunderbird and TSgt Tommy Napier of the A-10 West Demo Team. The Air Force can be very proud of your skills, and good ambassadorship.

#### The review of the 2010 MCAS Yuma Air Show:

There is nothing like a positive first impression, that lingers on and gets only better during the show. While I've been at several air bases from Air Force's to Navy's, Yuma was my first time to visit a Marine Corps Air Station. All I can say these Marines were organized!! WOW! Although the actual air show and open house was much smaller in scale with less top tier performers; Viper West Demo Team, Harrier demo, and the Patriots. The show was much better in over all experience than the one held a week earlier at Davis-Monthan AFB.

A full review of the MCAS Yuma show is available here, [to read just click here](#). I will only add a few additional highlights that made the show more memorable for me as a photographer and show spectator. The PAO staff at MCAS Yuma were outstanding! All were very professional, and extremely helpful to me.

We were able to meet with and talk to the F-16 Viper West Demo Team and were able to take their photos, up close during their practice on Media day. Later on the day we are able to get a bird's eye view of the static display by going up to the old control tower. During the show on Saturday with a proper escort we were able to visit the old control tower again and take photos from above the crowds yielding much better images of the air show itself and the static display, which now included additional aircraft such as the B-52H Heavy Bomber, KC-135 Stratotanker, several A-10 Warthogs, F-18F Super Hornet and several F-5 in aggressor colours. Unfortunately the F-5s were not able to perform at the show, (it was rumored apparently they broke the sound barrier earlier, and as punishment had to sit out the air show).

The air show itself could have used more performers, and the performers such as the air to air refueling demo could have made more passes, yet despite these short comings it was more enjoyable than the one at D-M AFB. The facilities and concession vendors were well spread out, and one didn't have to wait more than a minute or two.

In closing, I would like to thank the Marines PAO; namely Gunnery Sgt Bill Lisbon, Lance Cpl. Graham Benson and Lance Cpl. Aaron Diamant for their generous hospitality. Go Marines!



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## 2010 Thunderbirds Pilots:

(R to L) #1 Commander Lt. Col. Case Cunningham, #2 Left Wing Maj. John Baum, #3 Right Wing Maj. John Gallemore, #4 Slot Maj. Sean Gustafson, #5 Lead Solo Maj. Rick Goodman, #6 Opposing Solo Capt. Aaron Jelinek, at Davis-Monthan AFB, Tucson Arizona, at their 2010 Season opening.







#8 Capt. Kristen Hubbard

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#2 Maj. John Baum

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Swearing in ceremony of the latest Air Force Recruits with the Thunderbirds.

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The Thunderbirds at Davis-Monthan AFB, Tucson Arizona.



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## The 2010 A-10 WEST DEMO TEAM

I had the chance to meet this great Team, one of the friendliest group of guys and a gal too, I've encountered at Davis-Montham AFB, their home base. Thank you for your hospitality! They are from (L to R): SSgt Joel Hamm, SrA Kenny Rodriguez, SSgt Richie Schoffstall, TSgt Tommy Napier, Capt. Joe "Rifle" Shetterly, SSgt Dino Levidiotis, SrA Maura Sturgeon, TSgt Eberhard Riebe, and SrA Matt Turner.







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One of the two F-16's buzzing by during the Pilot Rescue demo above. The A-10 Warthog, of the A-10 West Demo Team, just about flew through this smoke ring during their "30mm strafing and bombing" demonstration.



The historical fly-by of the B-17G with a P-51D Mustang was great crowd pleaser, as was the USAF Heritage Flight of the A-10 West Demo Team with the Vietnam era Douglas A-1 Skyraider "Proud American".







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# 2010 MCAS Yuma Air Show

The 1943 Boeing B75N1 Navy trainers that started the air show and some of the static display which included AFV's from the Yuma Proving Grounds.







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A-10 Warthog smile at Yuma (on the left). AV-8B Harrier with an interesting paint scheme with our PAO guide LCpl. Benson (top). Another AV-8B Harrier under the sun shade in the static display area (bottom).



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The Marines AV-8B Harrier II demo included a one pass air-to-air refueling demo, with the KC-130J Super Hercules and a longer fly-by and vertical landing and take-off demo, which thrilled the estimated 20,000 attendees at Yuma.



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The show stars, above, and another AV-8B resting. This must be a "special one with rotors too!" actually not, it just looks that way from this angle, the Sea Stallion helicopter is blocked by the Harrier.



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The AV-8B Harrier showing its vertical take-off (the smoke is from the water injection), and its hovering capabilities. The maintenance crew working on the CH-53 Super Stallion, during Media day, at MCAS Yuma. (right)



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## The 2010 VIPER WEST DEMO TEAM

At Yuma I had the chance to meet the pilot Major David "Booster" Graham in the center, and some of the Team members. On the left of the photo; SSgt. Joshua Armstrong, and SSgt. Kelly Birchmier. On the right of the photo MSgt. Carl Falcione and SSgt. Kenneth Wilkins.





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F-16 of the Viper West performed their solo routine and also teamed up with the F-4 Phantom for the USAF Heritage Flight during the air show at Yuma.



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## Grimes Gathering of B-25's

By A J Warren



©2010 Spectrum Photography; A J Warren

The Grimes Gathering of B-25s on April 15 and 16, was not an air show but a staging of (14) B-25s in preparation for their flight to the Air Force Museum in Dayton, Ohio where they would perform a ceremonial fly over honoring the veterans from "Doolittle's Raiders". The Grimes Municipal Airport is located in Urbana, Ohio. Two P 51s also flew in, Gentleman Jim and Old Crow. The highlight of the event was the formation flying involving Panchito as lead, Axis Nightmare as number two and Wild Cargo in the number three position of an echelon right formation with the P 51s flying escort. We will probably not see these aircraft gathered again. Volunteers from the Champaign Air Museum (<http://www.champaignaviationmuseum.org/>) especially Mike Wallace, provided extraordinary support for the show and media representatives.



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# 2010 Air Show Photos

By our contributing independent photographers as noted.



F-22 Raptor, and the Sea-Fury from Eglin AFB air show, Florida.



US Navy Grumman J2F-1 Amphibious Aircraft at Fantasy of Flight, Lake Agnes, Polk City, Florida.



From the Sun-N-Fun Air Show, Lakeland, Florida.







©2010 Joe Osciak

Finally! After trying for over two years, as Joe had put it. Yes! What a photo indeed! Not a Photoshop job either!

Another photo from D-M AFB, Arizona with a member of the USAF Academy Jump Team: Wings of Blue, about to land during the opening ceremonies.



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Do an outstanding job! Love the photography!

Nathan Farlin, Hamilton, Ontario

Keep up the great Photography!  
More warbirds please!  
We saw you at Oceana, are you coming back in 2010?

The Parkers, Virginia Beach, VA

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