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The Magazine



- ✈ 2010 NATO Tiger Meet
- ✈ 2010 Pensacola Homecoming Air Show
- ✈ Aviation Nation 2010 Nellis AFB Air Show
- ✈ 2010 Zhuhai Air Show & Expo
- ✈ Action over Atlantic City

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Cover: German Tornados at the NATO Tiger Meet photo by Peter Thivessen.



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Behind the Lens & to the point

By Laszlo

Welcome to our **Free** February-March on-line issue of *The Magazine* by www.AirShowsReview.com.

The air show season is about to start in North America, and in this issue we cover some of the end of season air show from the past year. Our contributing staff has been busy bringing you coverage and photos from NATO Tiger Meet from Europe, to the Chinese Air Show from Asia, and a couple of North American events in between.

Our readership is expanding, since the conception of our publications in December 2009, *The Magazine* has been downloaded by over 130,000 readers worldwide.

The 2011 air show season will be an interesting one as many venues have been hit by the tough economic climate, and have cut back on static and as well as air displays. We at *The Magazine* face similar economic situation as well, and we maybe forced to charge a small subscription fee for downloading our issues, unless we can find sponsor(s) who are willing to underwrite our production costs. There will be other small changes too, among them we will no longer offer free advertisement to organizations for their upcoming events.

Over all 2011 will be an interesting and challenging year and we look very much forward to cover as many air shows as we can.



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Inside the cockpit

By Coop

Those of you who know me well, know that I am also a commercial helicopter pilot. I started flying helicopters in the summer of 1986 and finished my private licence in 3 months.

After getting my licence I realized that it was practically impossible to rent a helicopter like you do a fixed wing aircraft. I was bitten by the bug at that point and have to find some way to fix the problem. The only solution was to buy a helicopter. They are not cheap by any standard and it was a challenge to find the resources to actually go out and purchase one but I didn't have much choice, I need to fly. I had always dreamed of flying helicopters so I wasn't about to stop at that point.

I located a fantastic AS350D Astar in Texas and went about the process of buying it in December 1986. I remember taking the training in Texas to get an Astar endorsement on my licence. In the helicopter world you have to be certified on every single type of helicopter you want to be able to fly, unlike fixed wing where you get your licence and are good for most aircraft up to 12,500 pounds. I remember sitting in class as the instructor asked each student his experience level, one fellow had 3500 hours another 4300 hours another had 6200 hours and when he got to me I said 43. He said 4300? I replied no 43 hours. He said who would send you on an Astar training course with only 43 hours, I answered me. It became apparent that people usually starting flying a Jet Ranger (Bell 206) before they moved up to an Astar. In any event I did complete the course with flying colours and spent many years flying that helicopter on some fantastic trips.

Never give up on a dream. Sometimes it may take a while to get where you want to be, but you won't get there if you don't try and you can't get there if you give up.



AS350D Astar (public domain photo)

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.





2010 NATO Tiger Meet

Co-written by Laszlo Nyary and Peter Thivessen, photography by Peter Thivessen



The NATO Tiger Meet (NTM) is not an air show, but a joint gathering of Tiger squadrons from NATO and invited countries for a joint exercise, held every year. The Tiger Meet in 2010 was held at the Vokel AFB, in the Netherlands, from Monday Oct. 4 to Friday Oct 15. There were some cut-backs this year due to the poor economic situation, as many as four squadrons could not participate due budget cutbacks, and three others had to stay away due to various other operational commitments.

A bit of background: the Tiger Meet originated as a unit exchange between the US Air Forces Europe's 79th Fighter Squadron and the RAF 74th squadron in 1960. In 1961 the French EC1/12 joined and the NATO Tiger Association (NTA) was born.

In 1962, eight Tiger squadrons from six NATO nations met on the European continent for the first time and since the annual gathering of the NTA, became a vehicle for promoting NATO solidarity and fostering professional relationships and understanding between NATO air forces. The Tiger meetings have become famous for interesting paint schemes featuring the Tiger motif, as applied to the aircraft, as each squadron tries to outdo the others.

Since the dissolution of the Warsaw Pact, several original NATO Tiger Squadrons have been disbanded, however, as some of the former Warsaw Pact are now NATO members, some have become Honorary and Probationary Members.

For further details about the history of the NATO Tigers, please visit the NTA's website, www.natotigers.org.



The French Mirage 2000C (on the top left) taking off, and the French Mirage 2000D (top right) at Vokel AFB.

2010 Tiger Meet Participants

Sqn	Country	Aircraft type
31 Sqn	Belgium/BAF	F-16AM/BM
EC01.012	France/FAF	Mirage 2000C/B
ECE 05.330	France/FAF	Mirage 2000D
221 Sqn	Czech/CzAF	Mi-24V Hind
AG 51	Germany/GAF	Tornado IDS
211 Sqn	Czech/CzAF	JAS-39C/D Gripen
21 Gruppo	Italy/ItAF	AB-212ICO
313 Sqn	Netherlands/RNLAF	F-16AM/BM
338 Sqn	Norway/NoAF	F-16AM/BM
59/1 sqn	Hungary/HuAF	JAS-39C/D Gripen
JTS	Austria/AusAF	Saab OE105
1 sqn	USA/USAF	E-3A Sentry
321 Sqn	Germany/GAF	Tornado ECR
192 Sqn	Turkey/TuAF	F-16C/D



The Hungarian Gripens in the air over Volkel (on left) and a Belgian F-16AM is taking off (top right).

Although to the budget cut backs the flight lines at Volkel AB were still filled with over 50 aircraft, including F-16's, Mirage 2000, JAS-39's, Tornado and Saab 105's, and not to forget the Hind and AB212 helicopters. The EWACs from 1sqn NATO AEWCF flew from its Main Operating Base Geilenkirchen, and an Ohio ANG KC-135 tanker flew exclusively for the Tiger Meet from Eindhoven AB.

On Monday October 4th 2010 the NTM 2010 participants arrived at Volkel AB, which hosted the NTM for the first time. On Tuesday, October 5th the NATO Tigers took to the sky for their first NTM 2010 missions. The morning missions provided the pilots with familiarization of the training area, and some smaller scale training. While in the afternoon the first large COMAO exercise was flown.

Over the 8 flying days 715 missions were planned, and 644 were actually flown. Impressive numbers no matter how you look at it.



Czech Jas-30 C/D Gripen
German Tornado ECR



Norwegian F-16AM/BM



German Tornado ECR



The host F-16AM from Volkel



The Turkish tail paint scheme was different from the left to right side, and were the winners for the best painted jet, as it can be seen on these images (top left and right below.)



Austrian Saab OE105

Two Italian AB-212ICO with a Dutch Cougar AS 532U2 helicopter



The following awards were given out to the 2010 participants:

SILVER TIGER 2010: 211 Squadron - Czech Republic

BEST FLYING: 338 Skv - Norway

BEST PAINTED JET: 192 Filo - Turkey

BEST TIGER DRESS: 21° Gruppo - Italy

BEST TIGER SKIT: JTS - Austria

TIGER GAMES: 221 Squadron - Czech Republic

The next Tiger Meet will be in France at Cambrai BA103 AFB from May 5 to 20, 2011.





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NAVAL AIR STATION PENSACOLA

Article and photography by Ricardo von Puttkammer

The 2010 Blue Angels Homecoming Air Show took place on November 10, 11 and 12 at the Naval Air Station Pensacola in Florida. This air show takes place annually and celebrates the return of the Blue Angels to its home base and usually is held on a Friday and Saturday. Since this year Veterans Day holiday fell on a Thursday, the air show became a 3-day event with the evening portion of the show held at dusk on Thursday. This was a unique opportunity to thank all veterans for their service and sacrifices for the country. The importance of this date was marked by the presence of the Disabled American Veterans (DAV) B-25 J "Special Delivery" from the Lone Star Flight Museum from Galveston, Texas which flew at the show on Veterans Day only and was on static display for all the other days. DAV is a non-profit organization dedicated to bring better lives for United States disabled veterans and their families since 1920!



This air show affords an opportunity to see aircraft that are not often flying in other shows, such as the T-45 Goshawk, T-39 Sabreliner, T-6A Texan II and the T-1A Jayhawk. These aircraft flew at the beginning of the show forming the Parade of Trainer Aircraft along with Dan Serrato's T-28 Trojan and Boeing Stearman.

The action in the air and on the ground did not stop all day with performances from crowd favorites Otto the Helicopter, piloted by Roger Buis, Bill Leff T-6, Bob Carlton's Jet Sailplane and the Shock Wave Jet Truck.

Aerobatic displays were performed by the Breitling CAP 232 flown by David Martin, Jan Collmer's Extra 300-L, Mike Goulian's Extra 330SC and the Aerostars Aerobatic Team flying their Yak-52TW.

T-45 Goshawk streaking by at the 2010 Blue Angels Homecoming Air Show.

The public also enjoyed parachute jumps from the Emerald Coast Skydiving Team from Elberta Alabama with their colorful parachutes and the United States Special Operations Command Parachute Team "The Para-Commandos" with their precision freefall parachute demonstration.

The Coast Guard was present with their Search and Rescue demo flying the HH-65 Dolphin. The high performance stars of the show were the F-15E Strike Eagle Demonstration Team from the Seymour Johnson Air Force Base in North Carolina and VFA 106 Gladiators F/A-18F from Oceana NAS in Virginia. The grand finale was the superb performance of the Blue Angels, in their 23rd year flying the F/A-18 Hornet, preceded by a short, but powerful demonstration by the team's C-130 Fat Albert.

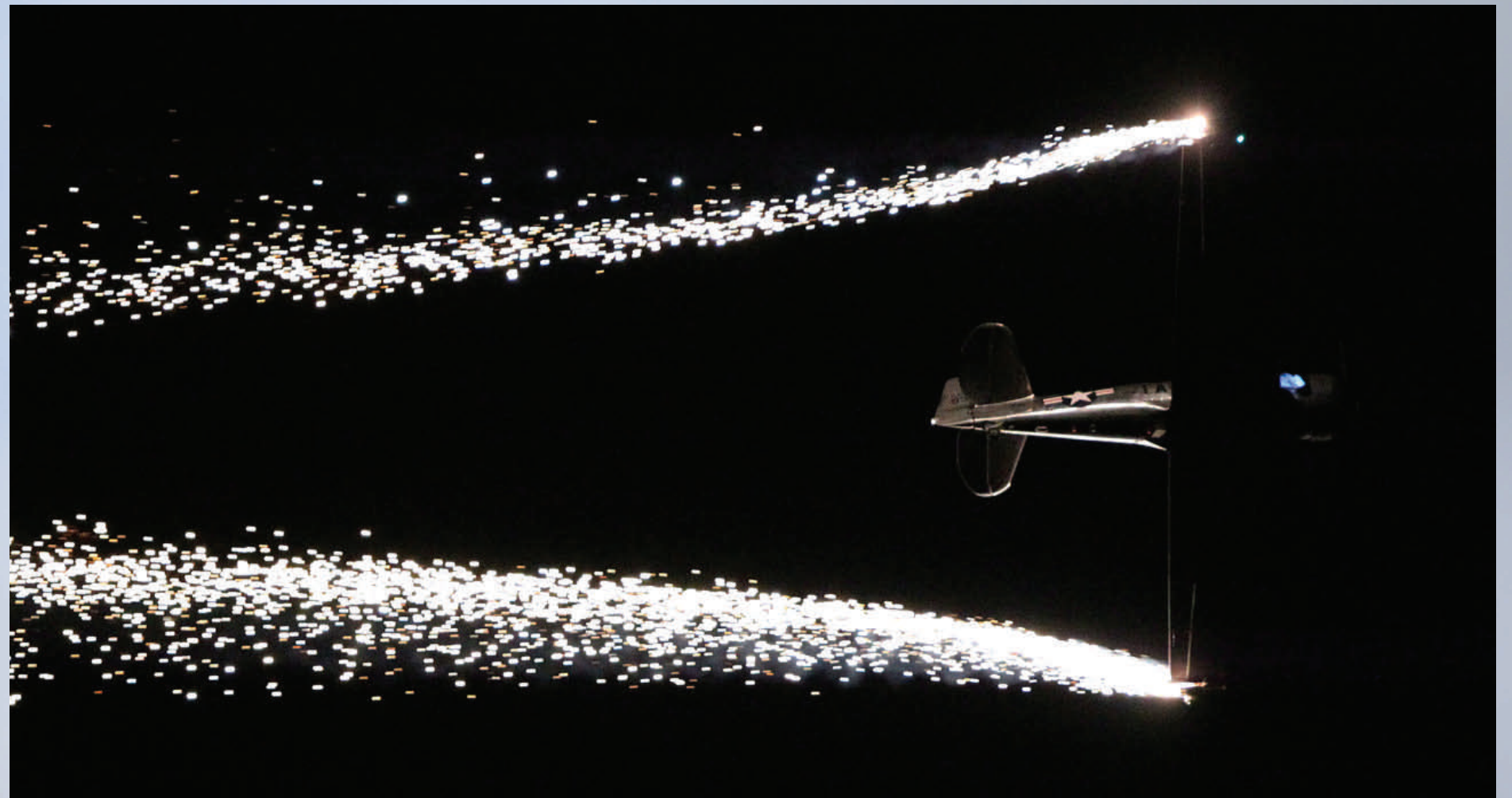


The Aerostars Aerobatic Team flying their Yakolev 52 TW.





The Thursday Night Show started at 4:30 p.m. with performances by the F/A-18 Super Hornet, Mike Goulian, the Para-Commandos, Marine Corp AV-8B Harrier II flyby. There were beautiful night time performances by Bill Leff - Starfire Night show with his T-6, Bob Carlton Jet Sailplane and Kent Shockley's Shockwave Jet truck. The show was over with a fireworks display that ended with the "Wall of Fire" by Rich's Incredible Pyro.





The Blue Angels' group take-off, is always a crowd pleaser (top), A German Tornado on static display (center), and some one is going for a T-28 Trojan ride (btm right).

About 40 aircraft were on static display including one of the most recent entries to the Navy's inventory, the EA-18G Growler which was parked next to an EA-6B Prowler. Old and new side by side. Also of interest was a Tornado from the 2nd German Air Force Training Squadron USA and a United States Air Force T-6 with light gray camouflage.

The gates opened daily at 8 a. m. and show started at 9:30 a.m. There was ample parking available. The number of food concessions and bathroom facilities were adequate for a venue this size. Food prices ranged from \$4 to \$8 and water bottles were being sold for \$2.





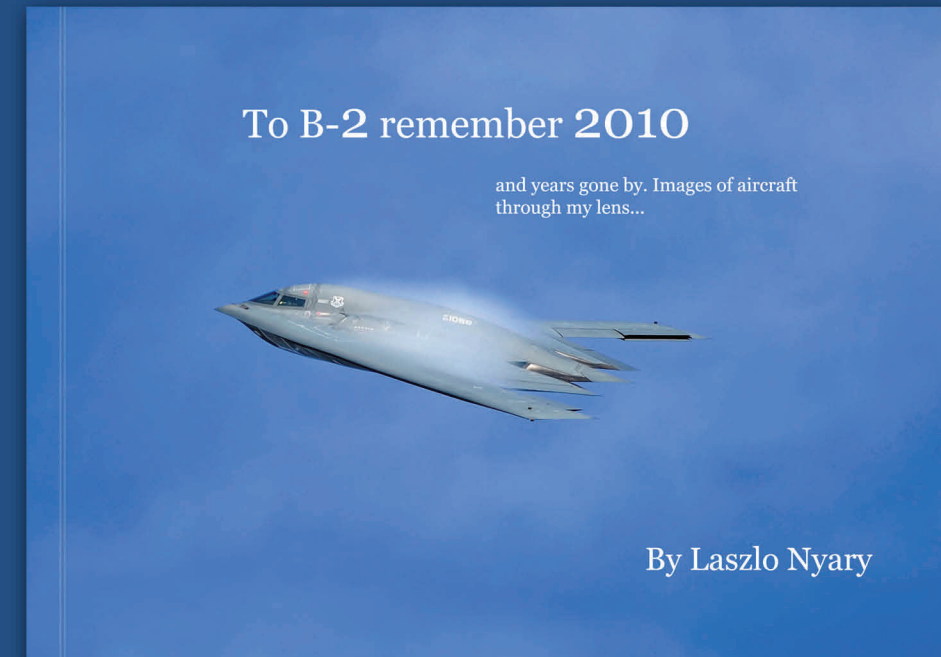
The Coast Guard performing their Search and Rescue demo flying the HH-65 Dolphin (top) while Fat Albert demonstrating its own capabilities (bottom).

Admission was free with paid seating available ranging from \$7 for bleachers to \$60 for the Flight Line Club Chalet with hot lunch and unlimited non-alcoholic drinks. There were plenty of things for children and adults alike. The weather was good during the 3-day show. The lighting was good for photographers unlike some other venues.

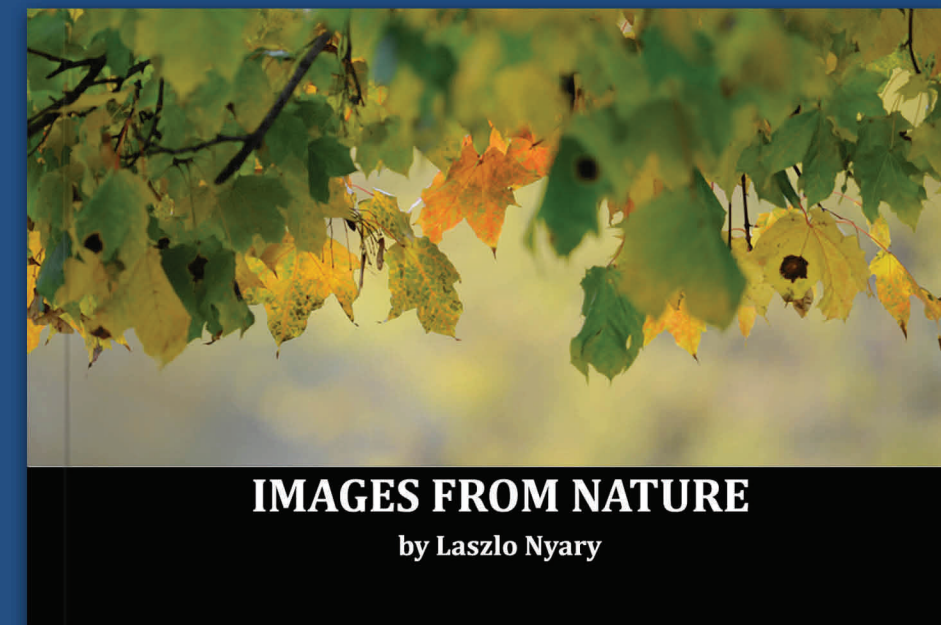
A special thanks to Patrick Nichols from the NAS Pensacola Public Affairs Office for his invaluable help, Capt Dan Serrato for taking me up on his T-28 and Lynn May from DAV.



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AVIATION NATION 2010 NELLIS AFB

Article and photography by Ricardo von Puttkammer





Nellis is the home of USAF Thunderbirds (above) while a sentry (right) is on duty guarding the E-8C on static display.

The end of the air show season in the United States brings us Aviation Nation 2010 held on November 13 and 14 at Nellis Air Force Base in Nevada. This is one of the premier shows in the country with a good mix of aircraft types performing against a spectacular mountain backdrop unique to the area. The skies over Nellis were sunny and clear throughout the weekend. The Nellis Air Force Base Open House is the largest free event in Nevada. The 2-day event is attended by several thousands of people every year. With over 100 aircraft on static display and non-stop flying displays this is a show not to be missed.

Nellis Air Force Base started as the Las Vegas Army Airfield in 1941. In the Early 1950s it was renamed to Nellis to honor a Nevada pilot of the same name who was killed in a P-47 in 1944 in Europe. Today the base houses the United States Welfare Center, The United States Air Force Weapons School. It is home of the 99th Air Base Wing, 57th Wing, 98th Range Wing and the Thunderbirds.

The gates opened at 9 am, but the only way to get into the base is by parking the car at the Las Vegas Motor Speedway nearby and take a shuttle bus to the base but not before going through security. Plan to arrive at the parking lot by 7:30 a.m. to secure a good spot on the line for the shuttle bus and a early arrival at the base. By 8:30 a.m. the lines are much longer and it seems that the buses are fewer in between. This puts you in the base by 10 a.m., one hour and half later! The event is completely free, there are no tickets on sale for chalets or special seating. There are some bleachers near show center, but they fill out fast. Plenty of food and souvenir vendors were located throughout the show grounds. There are so many children attractions to keep kids busy all day.

The show starts with Tim Weber's Geico 300 practice followed by the opening ceremonies with parachute jump from the Wings of Blue of the 98th Flying Training Squadron from the United States Air Force Academy in Colorado and a flyby of 2 blue and gray camouflaged F-16s from the 57th Wing Agressor Squadrons. Four Yak-18 and Nanchang CJ-5 took to the air for a formation flyby. Trainers were represented by a parade in the air of PT-17, PT-22, T-6, T-34, T-28 and a T-33, immediately followed by a demonstration by Greg Colyer's T-33. Ed Hamill flew his red white and blue biplane to the delight of the crowd and raced Bill Braack Air Force Reserve jet Car. The KC-135 flew over the runway to demonstrate its slow speed capability. At the Sunday flying display it developed a small fuel leak from the refueling boom.





The Doolittle Raiders' two B-25s (above) and some old WWII warbirds with Korean era jet fighter in a nice formation over the skies at Nellis AFB.

The Doolittle Raiders reenactment by 2 B-25s flew next followed by a very large formation flight of 25 RV planes. When the RVs landed the F-4, A-1 and O-2 took to the air to perform a Vietnam-era search and rescue demonstration along with a Bell UH-1 Huey. There were flights by a Navy F-18C as a solo display as well as flying with an F8F Bearcat as the US Navy Legacy Flight. F-86, P-51s and P-40 flew together. The Air Combat Heritage Flight was flown by F-86, F-4, F-22 and P-51. The U.S. Air Force Warfare Center was represented by a flyby of F-16, A-10 and F-15. Returning to the show this year after being absent last year was the F-22 with a striking and powerful display. The F-4E Phantom (actually a QF-4 Aerial Target) also flew solo at the show. Another search and rescue demonstration was flown by 2 HH-60s helicopters with air support from a F-16 and an A-10. The air show ended with the Thunderbirds at their home base flying their last performance of the year.

Some of the highlights of the aircraft on static display was the Polish PZL TS-11 Iskra, the Republic Seabee, F-5E Tiger II and 3 Royal Air Force Eurofighters that were visiting the base.





USAF Heritage Flight



F-22 RAPTOR
IN ACTION



US Navy Legacy Flight with the F-18C and F8F Bearcat (top)
 The U.S. Air Force Warfare Center was represented by a flyby of
 F-16, A-10 and F-15 (mid left) while the F-4E Phantom QF-4 flew





Douglas A-1E Skyraider



Cessna O-2A Super Skymaster



Ryan PT-22C Recruit



North American T-28C Trojan



V-22 Osprey



RC-3 Seabee



第8届中国航展 2010 AIRSHOW CHINA 2010

Article co-written by Laszlo Nyary and Wolfgang Jarisch with photography by Wolfgang Jarisch.

The 8th International Chinese Air Show Nov. 16-21 is located in Zhuhai. Zhuhai, whose name means the Pearl Sea is located in the Province Guangdong where the Pearl River flows into the South Sea. Zhuhai borders the former Portuguese colony, Macau, to the south. Zhuhai is one of China's cleanest and prettiest cities, with palm trees every where you looked.

You can get to Zhuhai by high speed ferry from Hong Kong in 1 1/2 hours. To get to the airport the location of the air show, from the ferry terminal one can take a taxi or by bus, approx. time is one hour, and taxis are relatively inexpensive. Warning: Upon leaving Hong Kong, English is not spoken or any Western alphabet used for signage, or direction. It helps if one can speak and read Chinese. As for food, you can forget any western style food or eateries, and if this is not the place even to try finding anything similar. However, one can trust Chinese food, it is very good. In restaurants all their menu's are in Chinese letters. So, while I was there, I ate most of the time with vendors on the roadside. You see what you eat. It was good and inexpensive. Try it! Food courts at the Air Show were available, with one restaurant that advertised, You can get "western-style food here!!"



The Chinese built, multi-role fighter Chengdu J-10, used by the Air Force Display Team.





Ladies from the COMAC (above) the SHERDILS from Pakistan (top right) and the visiting crowds enjoying the static displays.

The weather in Zhuhai is sub-tropical, and for November it was fantastic, between 20 to 30 Celsius. However, it was not the best for photography, during my 2 ½ day visit to the air show. It was too misty and hazy and that cut down the visibility to no more than 300-400 meters. It was even an issue when I tried to take static images.

Entrance to the air show was very fast. The young volunteers and the Chinese military staff performing security checks were very quick, professional, helpful and very friendly. I would like to thank all of them for their professional job. The entrance on the trade days cost 500 Renminbi(72 €) and on public days 300 Renminbi (43 €) which were very expensive for Chinese people. The sanitation facilities were sufficient, and very clean. Perfect!

The 8th International China Air Show was definitely not an Air Show as we have become accustomed at European or North American venues. Flying displays were seldom, if not at all, and note: the Chinese Air Force (PLAAF --> People's Liberation Army Air Force) jets or helicopters did not fly. However, the Chinese Air Force demonstration team "August 1 st," and the PLAAF parachute team did perform. If one went to see frequent air displays, as one finds at typical air shows elsewhere, they would have been disappointed and would have been a waste of money, in our opinion. What it actually was a well organized trade fair, which demonstrated the power of the Chinese aviation, space and defense industry and other countries, especially Pakistan with a few exhibitors from Europe and the United States. The star of the event was undoubtedly the Pakistan Air Force (PAF). I would like to thank the staff of the Pakistan Air Force, especially to Wing Commander Ali, who gave me a warm welcome in their chalet, where I stayed for a while. The PAF flew three of their JF-17 Thunder and the Pakistan Air Force display team "SHERDILS" flew the PAC K-8 Karakorum jet trainer. The team consists of a 9 jet formation. On the first day of my visit, the team cancelled flying due to the bad weather. On the second and third days, at first they wanted to try with seven aircraft, but had to settle with only a 4 jet formation.





Enjoying the hospitality of the Pakistan Air Force (above) and the K-8 Karakorum of the Shredils on the left.



The JF-17 Thunder from the PAF, this was their first event outside Pakistan in a flying demo. The PAF demonstrated the maneuverability of the aircraft in a very impressive demonstration. The Chinese Air Force Display team August 1st flew with the Chengdu J-10. As information for our readers, at the end of 2009, the August 1st aerobatic team began its transition to the newer Chinese built, multi-role fighter Chengdu J-10. The aircraft are painted in white, blue and red colours. Zhuhai 2010 was the debut for the team with this new aircraft. Also a brand new aircraft from the Chinese Air Force was the Hongdu L-15 Falcon trainer. A very powerful bird. It was the first time for the public to see this aircraft. The one at the air show was the 6th aircraft built. And another very very rare aircraft, also the first time in public, was the reconnaissance plane Shaanxi Y-8/KJ200. It was very impressive for me to see this plane! The new helicopter Harbin 9WA was also one of the stars in the static display.

The parachute team from Chinese Air Force was the best parachute display I've seen to date. Jumping from helicopters, there were several different groups disguised as a dragon, while other groups performed with pyrotechnics. Their formations were very precise, and exciting.

There were a number of civilian planes displayed to the public for the first time. Such as the AVIC ARJ-21. AVIC signed a contract with COMAC for 100 aircraft. The brand new helicopter AC313 flew for the first in the public. A new Chinese company named Sunward, presented their completely developed and produced in China light plane: Aurora. The engine built by Rotax, an Austrian company. I would like thank Xinagfu Zouand, Vice General Manager, and his Italian test pilot, for letting me stay with them, photographing while on the ramp on Thursday.



The Chinese Xian H-6H, which looks like a Russian Tu-16 bomber from 1954.



Chinese Changhe Z-8KA



The Pakistani JF-17 Thunder



Shenyang J-8F





The Chinese built Sunward Aurora



Chinese built COMAC ARJ21



Xian MA 600



The Chinese Shaanxi Y-8 KJ200 is based upon the Russian Antonov An-12

ACTION-OVER ATLANTIC-CITY

Photography by Joe Osciak



From l to r top row:
MH-65 Dauphin
C-130 Hercules
P-3 Orion

Mid row:
E-2 Hawkeye
F-16D
KC-135R

Bottom row:
Boeing C-32
F-16C

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The official DVD of the Windsor International Air Show 2010 is now available! The DVD, which has just been released, features all of the aerial highlights of the air show including the incredible Brazilian Smoke Squadron display and amazing aerobatics of the Snowbirds.



Order from <http://www.windsorinternationalairshow.blogspot.com/>

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