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October ♦ November 2011
Volume 2, Issue 6

The Magazine



- 
- A large photograph of the Space Shuttle Atlantis launching from the launch pad. The shuttle is ascending vertically, leaving a massive, bright white and orange plume of fire and smoke. The launch pad structure is visible at the base, and the sky is a clear blue. The shuttle's name "Atlantis" is visible on the side of the orbiter.
- ✈ 100th Anniversary of the Turkish Air Force
 - ✈ Space Shuttle Atlantis - The Last Blast-Off
 - ✈ The return of Atlantis
 - ✈ 2011 Paris Air Show
 - ✈ AIRPOWER 11- Zeltweg, Austria
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 - ✈ 2011 RIAT and so much more...

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The Magazine
October - November 2011 Volume 2, Issue 6

Features:

- 6 100th Anniversary of the Turkish Air Force
- 18 Space Shuttle Atlantis - The Last Blast-Off
- 27 TO CELEBRATE AND REMINISCE
- 30 The return of Atlantis



32 2011 PARIS AIR SHOW

36 AIRPOWER 11- ZELTWEG, AUSTRIA

52 Koksijde International Air Show, Belgium

54



Geneseo - Greatest Show on Turf

56 2011 RIAT

68 DAYTON Air Show

76 ATLANTIC CITY Air Show

80 In our upcoming issue...

Editorial:

- 2 Behind the Lens
- 2 Staff & Contact info

Cover: Launch of the Space Shuttle Atlantis, photo by Sefan Seville.



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Behind the Lens & to the point

By Laszlo

Welcome to our **Free** October-November on-line, latest and largest issue of *The Magazine* by www.AirShowsReview.com.

Time flies, the air show season is winding down for another year, and we will be entering our third year with our next issue. Looking back a bit, since our inception *The Magazine* achieved international acceptance, recognition and cooperation by granting us media passes and opportunities from the best of the best such as NASA, USAF, Austrian Air Force, Turkish Air Force and the Maltese Armed Forces, just to name a few.

To get to this point it was far from easy. My original idea for a FREE, environmentally friendly and independent air show review magazine based entirely on the world wide web, that would rate and highlight air shows and aviation related museums, goes back to 2006. To have such a magazine, even if just internet based, requires a lot of work and dedication, and I realized it. I just could not do it all by myself. I started searching for like-minded individuals whom I could trust with original ideas. Since 2006 and for a couple years thereafter, images from air shows, museums and related events combined with my positive and negative experiences appeared as mini reviews on my other original site with a different name: www.DesignbyLaszlo.com.

In late 2007, I started my AirShowsReview site. In mid 2008, I'd met a like minded photographer at the Reading, Pa., air show and started to work with him, although we departed recently. I also met two others at several other air shows we both attended. I've mentioned to them my ideas, and indicated that we should hook-up, combine our talents and resources to start a unique magazine. They showed a keen interest at the time. But after some time waiting for them to work with me, I realized nothing would materialize from our discussions. You can just guess as to why and what happened next! My idea was a great one, in fact so good, instead of forming a joint venture with me, they decided to copy my ideas, and start a magazine of their own.

My original ideas and innovations since 2006, were copied not just by the two guys whom I met and talked with in 2008, but by others with a similar sounding hyphenated name in Europe too. The proverb from 1708 still holds true, "Imitation is the sincerest of flattery".

This just proves that my ideas are sound and that by copying whatever we do at *The Magazine* by AirShowsReview first, has a great deal of value in the aviation community. *The Magazine* is evolving and expanding as several like minded photographers have joined me over the years in providing superior photography and great coverage of aviation events world wide on the web.

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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The Turkish Air Force (“Turk Hava Kuvvetleri”), one of the oldest military aviation organizations in the world, celebrated their centennial on the first weekend of June.

Upon entering the AFB through the main gate, we could see four gate guard aircraft; Bell UH-1H Iroquois, Lockheed T-33A, North American F-100F Super Sabre, and Beech T-34A Mentor. The gate guards were positioned on immaculately manicured lawns, with several Turkish flags in the background and a giant statue of an airman.

Apart from the Turkish Stars display team present, many countries and their display teams were invited for the 100th anniversary event. One could see the USAF Thunderbirds, Red Arrows from the UK, Italian Frecce Tricolori, the French Patrouille de France, Team Iskry from Poland, Patrulla Aguila (Eagle Patrol) from Spain, Krila Oluje (Wings of Storm) from Croatia. However, the Pakistani display team Sherdils, cancelled a short time before the show.

The eight hour flying display on Saturday and Sunday were similar, accept for the flypast from the Turkish Air Force, which was only on Saturday. The spectacular 31 aircraft flypast included most of the aircraft types used by the Turkish Air Force. The fly past started with three Eurocopter AS 532 Cougars. The Cougars towed two sets of flags; on top were the Turkish and below it the 100 year anniversary ones. The next echelon was made up with three examples each: Cessna T-41D, SF 260D, T-37 Tweety Bird, KT-1T Wong Bee, and T-38 Talon. They were followed by the transport aircraft: one Casa 235, Transall C-160D and Lockheed C-130E Hercules and a KC-135R Stratotanker with the boom down. They were followed by three examples each, F-16s, the F-4E-2020s. The flypast ended with the Northrop F-5A-2000s.

The spectators could see the Turkish Air Force’s 100th year anniversary F-16, in a wonderful black and gold paint scheme. Other F-16s from the Netherlands, Belgium and from Pakistan performed over the skies of Izmir. The best F-16 display was the “Solo Turk” flown by Major Murat KELES from 141 Filo. His display was very dynamic and presented his F-16 perfectly for photographers. The Pakistani JF-17 “Thunder”, had a good display too, showing off the maneuverability of this powerful fighter. The flying display was a good mixture of different jets from several countries including the rarely seen IAR-99 “Soim” from Romania. The other impressive display was from the Italian Air Force’s C-27 “Spartan” and Eurofighter. Interestingly enough, only the Thunderbirds represented the United States as there were no other aircraft from USAF.

In summary, the 100th anniversary of the Turkish Air Force was not only a very well organized airshow, but was a huge success. Congratulations goes to General Hasan Aksay, Commander of the Turkish Air Force and Base Commander from Cigli, for their great organization skills. We would like to thank the Public Affairs Media officer Mr. Hüsametdin Harmanci, from Ankara for his assistance, who listened to our requests/needs and was very helpful to us.



©2011 Peter Thivessen



©2011 Wolfgang Jarisch



McDonnell Douglas F-4E Terminator 2020 ©2011 Wolfgang Jarisch



F-16s ©2011 Wolfgang Jarisch



TURKISH AIRFORCE 100TH ANNIVERSARY



Gate guards: North American F-100F Super Sabre - Lockheed T-33A ©2011 Wolfgang Jarisch



Our crew at Izmir; Wolf (l to r) with the Solo Turk Pilot Major Murad Keles and Peter.



Boeing 737-7ES Peace Eagle ©2011 Peter Thivessen



IAR-99 "Soim" from Romania ©2011 Peter Thivessen



Bulgarian MiG29UB ©2011 Peter Thivessen



Pakistani JF-17 "Thunder"
©2011 Peter Thivessen



F-16AM from Jordan ©2011 Wolfgang



German Eurofighter EF-2000 Typhoon ©2011 Wolfgang Jarisch

Pakistani Ilyushin IL-78 Midas ©2011 Wolfgang Jarisch



Page 11



The Spanish Eagle Patrol “Patrulla Aguila” ©2011 Peter Thivessen



F-16 like you never see in North America! ©2011 Peter Thivessen



A Hungarian An-26 departing, and a Pakistani Ilyushin IL-78 Midas arriving ©2011 Wolfgang Jarisch





TURKISH AIRFORCE 100TH ANNIVERSARY

Italian Frecce Tricolori ©2011 Peter Thivessen



USAF Thunderbirds ©2011 Peter Thivessen



Red Arrows ©2011 Peter Thivessen



Wings of Storm from Croatia ©2011 Peter Thivessen



The Turkish Stars ©2011 Peter Thivessen



TURKISH AIRFORCE 100TH ANNIVERSARY



The Patrouille de France in their Alpha jets ©2011 Peter Thivessen

The Spanish Patrulla Águila ("Eagle Patrol") ©2011 Wolfgang Jarisch



Airbus A-400m Grizzly ©2011 Wolfgang



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Space Shuttle Atlantis – The Last Blast-Off

Report by: Stefan Seville with photography as noted.



(l to r) Mission Specialists Rex Walheim, Sandy Magnus, Pilot Doug Hurley and Commander Chris Ferguson ©2011 Stefan Seville

On Tuesday, July 5th, the countdown began at 1:00pm EDT from its standard T-43 hour mark. Over the next 70 hours and 29 minutes, forecasts would worsen, beaches would crowd, over 1500 members of the media would gather, lightning would strike and much doubt would be cast on whether Atlantis would be able to launch as scheduled. On Tuesday, Kathy Winters, the shuttle weather officer, and her team issued forecasts earlier in the week detailing that Kennedy Space Center weather had a 60% chance of causing a scrub. This was increased to 70% by Wednesday the 6th, and the questions began to grow. NASA's technicians and officials were doing everything they could to make sure this launch happened as scheduled, but the weather did not seem to be cooperating. The forecast was supposed to improve marginally over the weekend, but if the shuttle did not launch by July 10 it would have to be postponed over a week because of a Delta IV rocket scheduled to launch on July 14. All that could be done was to hope the weather would smile upon KSC just long enough to send the orbiter into space.

Thursday evening, the rotating service structure, which protects the shuttle and allows technicians to perform final checks, moved away from the shuttle. This is usually only initiated when all signs point to a launch. Mission Management Team chair Mike Moses said in a press conference that the decision to scrub because of weather would only be made once it was absolutely, 100% certain that the weather would not allow for a safe launch of the shuttle. Because the forecast from Winters still had a 30% 'go' chance, the teams convened and decided to proceed as scheduled. Mike Leinbach, Launch Director, stated that they had had forecasts of 90% 'no-go' within hours of T minus zero and still launched, and they had had forecasts of 10% 'no-go' and been forced to scrub, so they wanted to wait as long as possible before postponing a launch due to weather.





At approximately 1:00am on July 8, Leinbach and Moses met and decided to proceed with 'tanking', or the filling of the large, orange external fuel tank with 146,181.8 US gal (553,358 liters) of liquid oxygen and 395,581.9 US gal (1,497,440 liters) of liquid hydrogen. The process finished at about 5:00am, 3 hours after initiation. The crew woke up at about 4:30am to start preparing for their departure to launch pad 39A, which included their breakfast, suit-up and walk out in front of hundreds of members of the media, and the ride aboard the Airstream to the space shuttle. After taking pictures of each other in front of and under the shuttle, Commander Chris Ferguson, Pilot Doug Hurley, Mission Specialist Sandy Magnus and Mission Specialist Rex Walheim entered the closeout room to begin the boarding process. Atlantis' hatch was sealed at approximately 9:20am, the closeout crew said their goodbyes to the camera and retreated to the fallback area. At 10:32am, the final polls from Director Leinbach began (with the countdown clock held at T-9 minutes) and for the first time all week, the weather poll was filled with a "green" response. At that point, the weather was the only obstacle to launching, so with the polling completed and all systems green, the countdown resumed from its 9 minute mark.

Atlantis would not go without giving its personnel one last temper tantrum. At T-31 seconds, the gaseous oxygen vent arm (known as the 'beanie cap') is supposed to give three indications that it is in its fully retracted position. Only two were received by launch control. Having had this issue before, Leinbach ordered his crew to conduct the visual test put in place in the event the beanie gave a false reading. The visual check was completed in a matter of seconds, and the scare was averted. At T-6 seconds, the shuttle's 3 main engines were ignited, soon followed by the booster ignition at T-0. A bright orange glow illuminated the smoke from the engines while Atlantis slowly emerged from behind the launch pad assembly. Delayed by distance, the low rumble began to shake the earth and Atlantis cleared the launch tower, switching control to Houston's Johnson Space center, and beginning its "Roll Program", which properly aligns the spaceship on course for its entry into orbit. The crooked column of smoke grew as Atlantis accelerated through the point of maximum aerodynamic resistance, and the shuttle disappeared from sight through the stratus cloud layer. The 500 foot flame trailing behind was visible for a few more seconds, and then the only sign that the crew of four and over 28,000 pounds of payload were on their way into space was the deep crackle of the solid rocket boosters and main engines.

At the Post Launch News Conference, Launch Director Leinbach and Mission Management Team chair Mike Moses discussed with the media their last few days. Both readily admitted to choking back tears both before and during the launch sequence, depicting that despite their ability to function on little sleep, they were still human enough for emotions to show. Leinbach, when asked about the decision to fill the external tank at 1:00am that morning, said that he and Moses had gone into his office, shut the door, and flipped a coin. Moses added with a smile that darts were also thrown as part of the decision making process. After the laughter subsided, they came clean, saying that they saw nothing that could prevent a launch other than the weather, which was not in any way set in stone. They gave the go for launch, for crew entry and hatch closure, and the weather did indeed smile upon them to send Atlantis off in style.

This is Atlantis' 33rd mission, 12th to the International Space Station, and the 135th overall shuttle mission, and 37th overall to the ISS. Included in the 28,000 pounds of payload are:

- The Multi-Purpose Logistics Module, Raffaello, which contains a full load of supplies for the ISS.
- The Lightweight Multi-Purpose Carrier is scheduled to bring back a failed pump module from the station so analysts on the ground can determine why it failed and how to prevent it in the future.
- The Robotic Refueling Mission, which is a module designed to refuel and/or repair satellites while in orbit, even those that were not designed to be serviced.
- Hundreds of mementos and special items to be brought back to family and friends of the crew and NASA employees, commemorating the final shuttle mission.





TO CELEBRATE AND REMINISCE

BY DAN ADAMS

We've all had those experiences. The last day of camp. Graduation day. Sending a child off to college. Retirement. Those times when everyone collectively comes together to celebrate and reminisce. To marvel at what once was, to reflect upon what will no longer be and to look forward to what is to come. These sentiments all are apt descriptions for the launch of the Space Shuttle Atlantis (OV-104) on mission STS-135, the final mission of NASA's 30-year space shuttle program.

The history of the program, the triumphs and tragedies, have been well documented and certainly make for compelling reading. So too, the crew, payload and mission objectives of STS-135 had been well-covered in the media. While there are countless pictures and videos of the launch, mission and landing of the final mission of Atlantis, words are often the best avenue to describe such a momentous and emotional occasion.

You never really forget the first time you see something as momentous as a space shuttle. Heading toward Kennedy Space Center and the Cape, you travel through nothing but trees and swamp for quite some time. Travelling a single lane road that does not belie the ultimate destination, your only companion on the road is often the myriad of creatures, both large and small that inhabit the surrounding land. Then, in the distance, and especially at night if it is all lit up, you see it. The first thing you will make out is the tremendous Vehicle Assembly Building (VAB). If you've been to any large city, you have surely seen a big building. But to say that the VAB is big is an understatement. It's a building that is big enough to house the world's largest rockets. The American flag on the side is the size of a regulation NBA basketball court. You are pondering that when in the haze you can see another structure. The launch pad. And on the launch pad you can begin to make out the giant orange fuel tank that is such an icon of the shuttle program. It's such a wondrous sight even at that distance. Even just sitting there it inspires awe.

The morning of the launch of STS-135 began very early. Scheduled for an 11:26am launch, the roads leading into the Kennedy Space Center are packed by 4am. There is a real atmosphere of excitement as people, young and old alike, line the roads with beach chairs and coolers. For a photographer, these moments are usually taken up with running through a gear checklist, thinking about how to frame certain shots, what contingency plans to use if a piece of equipment malfunctions. On the day of launch, it is almost impossible to maintain that professional detachment. The excitement in the air is contagious. But there is something else. There is a detectable note of melancholy that comes with the end of something great. It hangs in the air and colors everything that's happening leading up to the launch. Every time NASA announces a milestone leading to launch everyone in attendance is painfully aware that this is the last time they will be seeing that particular event. The last pre-launch mission briefing. The last ride of the astronauts out to the launch pad. The last pre-launch systems poll around the control room. And, the final launch countdown.

Do a Google search for "shuttle launch" and you can find thousands of descriptions of the event. Those descriptions generally amount to what one might easily call religious experience. And certainly the truth of those statements bears out in real life. The excitement of a launch is, to borrow an apt comparison, like a million air shows condensed into a little over 3 minutes.

Much of the five hours preceding a space shuttle launch are low on action and insanely high on anticipation. STS-135 was certainly no exception – the finale of the space shuttle program certainly had a flare for the dramatic. The weather the day before the launch was marked by lightning, thunder and torrential downpours. The official NASA forecast gave a 30% chance of launch with some estimates as low as 5%. Needless to say, hopes were low the evening before the launch.

Waking up the morning of the launch brought a very cautious optimism. The skies were clearing and there was no rain in the area. It was almost too good to be true and few were letting their optimism get the better of them. Yet, it was impossible to resist the slightest tinge of hope from creeping in. As the morning continued, the weather continued to brighten and the pre-launch activities proceeded apace. The main fuel tank was filled, the astronauts made their way out to the launch pad and were secured in the orbiter and the countdown continued as the skies improbably continued to clear.

As the countdown continued the excitement continued to grow. It was hard to comprehend how not even 12 hours before the weather held a pall over the launch pad and that now, with the launch tantalizingly close that the sun was beginning to poke through the clouds. While thousands of people were gathered at the Kennedy Space Center press site to watch the launch, the atmosphere was one of a tight-knit and friendly community. The fact that everyone had gathered with a singular purpose and with a common passion was a unifying factor that made this launch unique. The atmosphere was repeated throughout the entire Central Florida area and anywhere people had gathered to watch the launch.

As the launch neared the built-in hold at nine minutes, a hush descended over the crowd as Mission Control began to poll all the systems officers to ensure that everyone was “Go for launch.” It was known that Mission Control was monitoring a rain system that was along the path Atlantis would have to take in case an emergency forced it to make an emergency landing back at the Kennedy Space Center. As the crowd divided into knots of people gathered around radios, scanners and even iPhones – all eyes, ears actually, were on the response from Houston Control that would make the final determination regarding the rain that had developed. Finally it was time. “Houston Control?” asked the Flight Director. A long pause. It’s a cliché – but you could literally hear a pin drop among the gathered crowds. “I would appreciate it if you could come back to me at the end,” replied the voice over the speakers. The drama continues. The rest of the stations were polled and Atlantis was almost ready for her final historic journey. Since this was the last launch and was a very emotional event for those involved with the program (for some, their careers would be ending with this launch) many of those polled made quick speeches with thanks, good wishes and appreciation for the program of which they had been such a large part. Finally, Houston was no exception. The crowd’s collective mind was on the rain off in the distance. After stretching the drama of the moment by giving his own short speech, finally the words we had been working for: “Atlantis, you are go for launch.” The crowd both cheered and exhaled in relief at the same time.

The countdown continued and last minute checks were completed. Photographers prepared their equipment. Everyone’s gaze settled on the launch pad three miles in the distance. One minute to go. This is it. There will be no more launches. No more space shuttle outside of a museum. Witnessing the end of an era that has been such a big part of world history for the past thirty years certainly defies description. However, Atlantis and her flare for the dramatic were not done yet. At thirty one seconds the countdown was halted. A mechanical glitch had been detected. One of the three lights that indicate that a piece of

equipment had fully retracted indicated that it was not in a safe position. Since this was a mission to the International Space Station, the launch window was only ten minutes. The problem had to be fixed within two minutes or all the anticipation and excitement of the morning would be for naught. NASA’s quick thinking averted the problem after a camera panned to ensure that the equipment was exactly where it needed to be. The crowd cheered again and the countdown continued.

Millions of gallons of water from the Sound Suppression System (SSR) begin to flood the launch pad and at T-6 seconds, the main engines of Atlantis ignite. Audibly the space shuttle launch is a very surreal experience. Because of the distance, all sounds are heard around 7 seconds after they are made. Watching something as awe inspiring as a shuttle launch and then having an instant replay of it via sound 7 seconds later is borderline sensory overload.

It happens in an instant. The solid rocket boosters ignite at T-minus zero and the shuttle literally leaps off of the launch pad. That something so tremendous and heavy can move with such speed and agility is a testament to the technological marvel that is the space shuttle. On a white hot bright stream of fire, Atlantis rises quickly into the air. It is a struggle for the human brain to comprehend the sight. It is definitely a ‘pinch me’ moment as one asks themselves “Am I really seeing this?” Then, the sound of the launch reaches the crowd. Now the brain is straining to process what is being experienced. It starts as a low rumble.



One can feel the ground and clothing and equipment begin to vibrate. The sound and pressure from the launch fills every available space, lungs included. The rumble grows with each passing second growing louder and louder as Atlantis streaks skyward and begins its preprogrammed roll maneuver. The rumble then transitions to a unique and spectacular noise that can best be described as a *crackle*. It is very loud but not loud enough that one would cover their ears, not that one would want to with the desire to experience every little bit of the launch. Atlantis accelerated toward the speed of sound and a layer of condensation (the Prandtl-Glauert singularity) forms around the tops of the solid rocket boosters. Just as the brain is catching up with the visual panoply before it, Atlantis begins to enter the cloud cover. Slowly it disappears from view, only the fainter and fainter glow of the boosters remains. And then, inevitably, it too is gone.

The launch of Space Shuttle Atlantis was a singularly spectacular and historic event; spectacular as all shuttle launches were and historic as the end of an era. Certainly no Hollywood writer could have come up with a more dramatic script for STS-135: The final launch with millions of people gathered to watch. The weather clearing at the last minute. A technical scrub narrowly averted. As Atlantis and her sister ships head to museums, one can only hope that somewhere along the way, they have and will continue to inspire the next generation of space explorers.



The return of Atlantis

Report & photography by: Stefan Seville



Space Shuttle Atlantis touched down on Kennedy Space Center's runway 15 as the first morning light was creeping over the eastern horizon. Merely a few hours before, the orbiter was completing its 200th complete trip around the world on its final mission into space. After beginning the de-orbit burn just before 5am EDT, Commander Ferguson and Pilot Hurley guided the shuttle along a northeasterly course, crossing over Central America and the Caribbean Sea before making a 240 degree left turn about 12 miles north of the Shuttle Landing Facility. About 3 minutes prior to the landing, the shuttle announced its final return to earth with the classic double sonic boom that stems from its sharp rate of descent. After entering the Heading Alignment Cone for that 240 degree turn, Commander Ferguson pointed the nose of the shuttle at the runway and guided it in at about a 20 degree nose-down attitude.

The shuttle made its final notice of arrival about 15 seconds before it slipped into the light cast by NASA's xenon lamps. The sound of the shuttle was completely unique – the best description is to imagine the roar of a freight train, just without the grinding of the wheels on the rails. As it crossed the runway's threshold, vapor condensed in the wingtip vortices, leaving a beautiful, ghostly trail from each wingtip, and at 5:57am EDT, the shuttle's main wheels smoked for the final time. The four astronauts aboard the shuttle climbed down the stairway about an hour and a half later, signifying the end of the shuttle program with a salutary wave to the crowd that greeted them.

2011 PARIS AIR SHOW

Report and photography by Takeshi Shinoda

The Paris Air Show has been the world's leading aviation and space event for over 100 years. The Paris Airshow is a trade show that is held every 2 years in Le Bourget, France. It alternates with the equally important and prestigious biannual Farnborough air show held in England. Being a trade show, it is heavily business oriented, where new equipment is displayed and many multi-million dollar deals are closed. The first 4 days are exclusively for people in the aerospace business, leaving Friday, Saturday and Sunday for enthusiasts.

The glory days of Le Bourget are in the past! These days not much thought is given to those who go to the show not for the business end but for their love of aviation.



They do offer grandstand seating at extra cost, entrance of the airshow and it has a 2 meter fence grandstand there is a public area of about 100 ing by, taking off and landing from the grand

but it is located about 2 kilometers from the in front of it. Between the fence and the meters that makes photographing aircraft tax-stand very difficult.

Because of the extreme hot temperatures during some of the airshow days, the organizers decided to use water hoses from fire trucks to cool down spectators. Perhaps that was a nice gesture, but it was not announced in advance, showing total disregard to the people and their equipment, which can be serious damaged by small amounts of water.

This year there were a few Paris air show debuts that flew only in the trade days. They include the Boeing 747-8 Intercontinental and 747-8 Freighter, along with the 787. On the public days on of the stars was the Beriev BE200 Water bomber, the giant AIRBUS A380 and Eurocopter X-3 a demonstrator with wingtip-mounted props.

From an aviation enthusiast point of view, over all, we found the show rather disappointing.



2011 PARIS AIR SHOW



The graceful profile of the Lockheed L-1049 Super Constellation, above, the Beriev BE-200 water bomber demonstrating its capabilities, and the spectators getting hosed, below. ©2011 Takeshi Shinoda



AIRPOWER11

REPORT BY RICARDO VON PUTTKAMMER PHOTOGRAPHY AS NOTED



ZELTWEG, AUSTRIA

The biannual Austrian air show was held in Zeltweg, in the beautiful province of Styria, the green heart of Austria, on July 1 and 2. The Friday and Saturday air show draws large crowds every 2 years, but this year a record 290,000 visitors were in attendance.

For hardcore enthusiasts the show really starts a few days earlier. One could get a five-day package for 180 Euros and be at the airbase from the arrivals day on Wednesday through Sunday, departure day.

When Austria declared neutrality in 1955, it had just formed an air arm to defend its airspace. One of the tasks of the Luftstreikraeft today is air sovereignty of the country which is the responsibility of the Ueberwachungsgeschwader (surveillance wing) with bases in Zeltweg, operating the Eurofighter Typhoons and in Hoersching, flying Saab 105s. The Hinterstoisser Airbase in Zeltweg was completely renovated with a new control tower, hangars and facilities to receive its complement of 15 Eurofighter Typhoons which replaced the venerable Saab J35OE Drakens for the defense role in 2007.





Saudi Arabian Typhoons ©2011 Wolfgang Jarisch

Being in or around an airbase before an airshow, gives the opportunity to see many aircraft in the air that will not be flying at the airshow. On Wednesday two Saudi Arabian Typhoons came in, still with their British numbers on the fuselage since they were on their way to be delivered to Saudi Arabia and were being piloted by British pilots. The Saudi Hawks had arrived before Wednesday, but unfortunately the 2 supporting Saudi C-130s did not come to Zeltweg until Sunday. They stayed at the base in Hoersching.

Other aircraft that arrived on Wednesday and Thursday, but did not fly at the show were: Dornier Do 27, Red Bull Cessna CE 208 Amphibian Caravan, Swiss Air Force Beechcraft 1900, Royal Dutch Airlines (KLM) DC-2, Croatian Mil MI-117, Turkish Air Force Transall C-160 in support of the Turkish Stars Demonstration Team, two Casa C-295M, one from the Polish Air Force and the other from the Czech Republic, Serbian Soko G2 Galeb owed by the Serbian Galeb Flying Club, Belgian SF 260D, French Air Force Mirage 2000, Irish Air Force Pilatus PC-9M, German Air Force 2-seat Eurofighter, USAF C-21 Learjet, USAF C-130, Embraer ERJ-145 from the Belgian Air Force, Antonov An-2, Hungarian Air force 2-seat Saab JAS 39 Gripen fully loaded with Sidewinder and Maverick missiles and LANTIRN pod, Soko G4 Super Galeb from Serbia, German Air Force F-4F Phantom II, Serbian Air Force Antonov An-26, German Luftwaffe Tornado ECR, 2 Royal Air Force Tornado GR.4.



The Douglas DC-6B above, and two Austrian Typhoons ©2011 Ricardo von Puttkammer

Friday and Saturday flying displays started at 9 AM with flybys from an Austrian Air Force Typhoon, 3 Pilatus PC-6 Turbo Porters and a parachute flag jump. The Flying Bulls Douglas DC-6B also did a solo display. It once belonged to President Tito from the former Yugoslavia. There was a formation of 4 aircraft representing the history of military aviation which included 2 Piper PA 18 Super Cubs, a Saab 91D

Safir and a Cessna L-19 Bird Dog, they were followed by a T-6 Texan and a Pilatus PC-7 Turbo Trainer. A rare Bede BD-5J Microjet from the Flying Bulls also flew (seen in the James Bond movie: Octopussy).

It is one of only three airworthy examples in the world. It was followed by a solo display of a Slovenian Air Force PC-9M.

At 10 AM there was a training demonstration from the Austrian Aviation and Air Defense School with a formation of 5 Alouette III helicopters. The Agusta A109 and F-16 from Belgium flew next. The Breitling Jet Team from France flew their L 39 Albatross on Saturday only and the Flying Bulls Aerobatic team from the Czech Republic flew their four Zlin-50 LX aircraft on both days.

At 11 AM there were solo displays from the Flying Bulls BO-105 helicopter and Boeing PT-17. Two Messerschmitt aircraft flew both days. A Bf-109 G-4 "Rote Sieben" did a nice display. It belongs to aerospace giant EADS. It is a former Spanish HA-1112M built in 1956. Then the Me-262B-A1 took to the skies over Zeltweg. It is a replica built in Texas and it belongs to the German Messerschmitt Foundation. It was a rare sight.

The Hawker Hunter T.MK. 68 from the Fliegermuseum Altenrhein, Switzerland flew with its magnificent tiger scheme. The Czech Air Force flew its Mil Mi-24 Hind and its Aero L-159 Alca. On Friday there was the arrival of the Nord Noratlas 2501, a rare bird, making a rare appearance. As soon as it landed it taxied to the static display area. Four Austrian Air Force Saab 105OEs flew a formation display followed by the Turkish Stars team flying nine NF-5As and one NF-5B giving their always impressive demonstration.

At 12:30 the Red Bull Skydive team did their demonstration and Hannes Arch did aerobatic performance flying his Edge 540 followed by an elegant flying performance of the Blanix team flying 2 LET L13 Blanik gliders.

Starting at 1PM there were solo displays by an Austrian Saab 105OE in a smart tiger scheme and by an Austrian Eurofighter Typhoon. The next demonstration team to take to the air was the Royal Saudi Hawks flying their green and white BAE Hawks MK 65 and MK 65As for the first time in European skies. On Friday their program was cut short due to a bird strike, but on Saturday they were able to do their entire display program without a hitch.

Around 2PM a Fokker Dr.1 replica was flown by Mikael Carlson from Sweden showing how maneuverable this aircraft was in the First World War. Then there was a unique flying formation by the Flying Bulls: DC-6B, F-4U-4 Corsair, B-25J Mitchell, P-38L Lightning, two Alpha Jets, Pilatus PC-6, PT-17 Stearman, Bell TAH-1F Cobra, two BO 105s and an Extra 300. A Royal Netherlands Air Force F-16AM flew next, followed by the Croatian demonstration team, Wings of Storm, flying their 6 Pilatus PC-9s.



Around 3:15 PM the Austrian Armed Forces had a combat demonstration by the air support brigade which included ground troops, Sikorsky S-70 Black Hawks along with Bell OH-58 Kiowas and August/Bell 212s and pyrotechnics on the ground.

There was also an air interception demonstration by 2 Austrian Typhoons forcing down an Austrian C-130. The Alenia C27J Spartan from the Italian Air Force flew an incredible display for an airplane of its size. That was followed by a solo display from an F/A-18C from the Swiss Air Force.

A French Alpha Jet with special scheme also flew before the Patrouille Suisse performed their very precise routine which on Saturday had a short gap on their performance due to one of the base storks was in the flying area. Just before 5PM there were displays by the Bell TAH-1F Cobra from the Flying Bulls and Pilatus PC-21 demonstrator from the Swiss manufacturer.



The Austrian Armed Forces had a combat demonstration complete with pyrotechnics, on the left. The Hawker Hunter T.MK. 68 from the Fliegermuseum Altenrhein, Switzerland flew with its magnificent tiger scheme, above. ©2011 Ricardo von Puttkammer

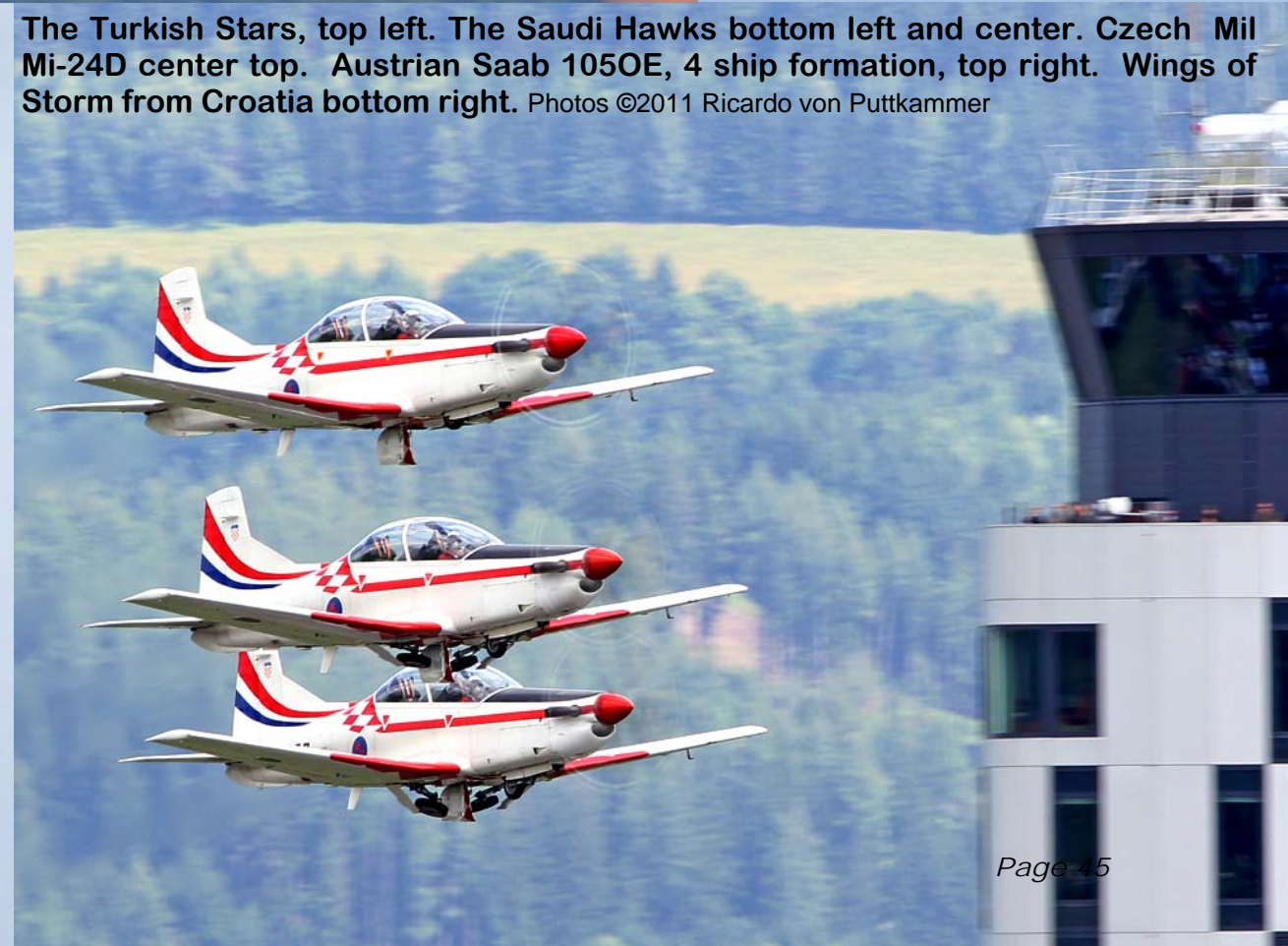
There was a good flying performance from a Polish Mig-15 UTI owned by the Polish Eagles Foundation. It is actually a 1956 Polish licensed built SB Lim-2. The final solo display of the day was a great one by a MIG-29A from the Slovak Air Force. The final demonstration team act of the day was the Frece Tricolori from Italy with a superb routine.

In total there were 222 aircraft representing 22 nations at the show and 8 flying display teams. The organizers did a terrific job in keeping the action moving in the air and on the ground there plenty of aircraft to see. Food vendors were distributed around the grounds and there were plenty of bathroom facilities.

The base is also home of the Fliegermuseum, which is located in Hangar 8, housing two specially marked Drakens, a Saab Tunnan and a Shorts Skyvan among other historically important Austrian aircraft.

The event cost about 3 million Euros and it was sponsored by the energy drink producer Red Bull. This has been one of the best airshows seen by the AirshowsReview staff that was present in Zeltweg.

We would like to thank Vzlt. Gross in getting the spotters and media accreditation for the AirshowsReview staff members that were able to attend the airshow. Also a special thank you for the organizers who put together this memorable air show.



The Turkish Stars, top left. The Saudi Hawks bottom left and center. Czech Mil Mi-24D center top. Austrian Saab 105OE, 4 ship formation, top right. Wings of Storm from Croatia bottom right. Photos ©2011 Ricardo von Puttkammer

P-38L Lightning ©2011 Ricardo von Puttkammer



A Hungarian 2-seat Saab JAS 39 Gripen fully loaded with Sidewinder, Maverick missiles and LANTIRN pod
©2011 Ricardo von Puttkammer



Me Bf-109G
©2011 Ricardo von Puttkammer



©2011 Wolfgang Jarisch



Fokker Dr.1 replica and a Bede BD-5J Microjet ©2011 R. von Puttkammer

The French Nord N-2501F-3 Noratlas, the only one flying. ©2011 Ricardo von Puttkammer



The French Nord N-2501F-3 Noratlas ©2011 Wolfgang Jarisch





Zlin-50 LX of the Red Bulls Aerobatic team from the Czech Republic
©2011 Peter Thivessen



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Page 48 **Frecce Tricolori** from Italy, above and on top right. ©2011 Peter Thivessen



Patrouille Suisse aerobatic team's Northrop F-5E Tiger II ©2011 P. Thivessen



Pilatus PC-6-BSH2 with special paint scheme ©2011 Wolfgang Jarisch



A French Alpha jet with special paint scheme ©2011 Wolfgang Jarisch



A Saudi C-130 ©2011 Wolfgang Jarisch

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Photography by Peter Thivessen
For report of the air show please click here www.AirShowsReview.com



GENESEO GREATEST SHOW ON TURF

Report & Photography by Joe Osciak

Geneseo Air Show, advertised as “The Greatest Show on Turf” is located just south of Rochester. The nearest major international gateway for Canadian visitors is at Buffalo, NY. From Buffalo, Geneseo is just southeast of Batavia, NY.

If only every show could copy what this show does it would be incredible! Being close to everything going on, great location, laid back atmosphere and amazing flying displays are just a few of the things that keeps making this a show one not to be missed.

Even though there were two airplane mishaps on Saturday that delayed the show, the organizers still came thru with a full day of flying. One was a Beechcraft fly-in for the air show that stalled during landing and crashed, occupants suffered minor injuries. The other aircraft was piloted by Joseph Auger, 67, of Brampton, Ontario, Canada. Auger was doing a mock dog fight for the air show when he lost power at about 600 feet off the ground. The plane, a vintage WWI replica Fokker DR-1 Triplane, made a controlled powerless glide to the ground. The Fokker DR1 caught the landing gear in cornstalks, causing the plane to flip over. The pilot was briefly trapped in the aircraft by his safety harness but was quickly able to extricate himself from the wreckage.

From the WWI and WW II planes right up to the USAF F-16 Viper West Demo Team there was something for everyone’s taste of flying at Geneseo this year. Also happening not in the air was an auto show, military re-enactors, USO Hanger Dance, pancake breakfast and two different BBQ’s after the daily shows.

If you have never had a chance to see the “Greatest Show on Turf” at Geneseo once you go you will never want to go back to any of the big shows. So close to the show and a great all around experience by all involved.



▼▼ 13A

▼▼ 14A

▼ 15A

▼▼ 16A

▼▼ 17A



2011 RIAT

Report and photography by Peter Thivessen

The Royal International Air Tattoo, is one of the largest air shows in Europe (as air shows go, and not EXPO or Trade show type such as Paris or Farnborough) was held on July 16-17.

With performances lasting 8 hours per day, the air show is held annually in July at RAF Fairford, Gloucestershire. This year in total, 219 aircraft took part in the Air Tattoo, representing 17 nations. Approximately 138,000 people attended over the two days, which was down about 10% from last year.

Admission pricing varies, but to attend RIAT, by North American standards, is quite expensive. In some ways the costs are somewhat similar to Oshkosh, however, RIAT, in our opinion is a far superior show and a better value over all. Even if one just buys the most economical tickets it can add up quickly. Thus the question arises is it worth it? Absolutely YES!

Warning: Tickets MUST be purchased ahead! One cannot buy tickets to the air show during the event on site! This means that one takes a gamble that the weather will be good enough and it will not be cancelled due to weather. There are no refunds due to rain. FYI, it was cancelled in 2008, due to bad weather.

This year, the RIAT was celebrating the 40th Anniversary of the Air Tattoo itself, thus it was a special event. The famous Tiger squadrons (NATO and otherwise) were invited to participate as static and flying displays, as they celebrated their own 50th year anniversary, earlier this year in France at the NATO Tiger Meet. Unfortunately, due to the Libyan conflict several nations couldn't accept the invitation.



At RAF Fairford one could see the Vulcan bomber performing, one of the most iconic warbirds of the Cold War era, USAF A-10 West Demo Team, WWII Lancaster bomber, French Rafale C, with the latest RAF aircraft in one event.

Both days saw participants pulling out all the stops to entertain with some superb flying, one of the highlights being the Hawker Hunter 60th Anniversary flypast with the veteran aircraft turning out to mark the 40th anniversary of the Air Tattoo itself. And making their UK debut, the Saudi Hawks display team lived up to expectations with an impressive performance. The Russian-built Sukhoi Su-27 "Flanker" was the aircraft every enthusiast wanted to see, and it didn't disappoint, flying in from the Ukraine accompanied by a giant Ilyushin IL-76 transport plane before going on static display.

Prior to Saturday and after Sunday, there were possibilities to watch the arrival or leaving, of aircraft to and from RIAT. One must have Park&View tickets for these. However these can be bought at the gates. Buying them ahead one can save a bit.

The Park&View gets very crowded quickly, and once again one must come very early to secure a good spot for viewing or photography. Comfortable walking shoes, ear protection against noise, and water proof clothing and protection for any camera gear is highly recommended.

The weather, well what one can say about the British weather: it rained both days in the morning, and improved towards the afternoon, with the airshow closing in sunshine with a thrilling finale by the Breitling Jet Team, performing a unique flypast with their fellow Breitling Wingwalking Team.

Over all, RIAT was a worthwhile and splendid event, if somewhat expensive when compared to North American air shows, (not taking travel cost into consideration, just only the cost of attending the event). The weather certainly had a major effect on the show. We would highly recommend attending this show for any aviation enthusiast!



The world famous Red Arrows of the RAF at RIAT 2011.



A rare sight at RIAT the Sukhoi Su-27 Flanker

The Breitling Wingwalker Team

2011



The Breitling Jet Team

RIAT

The Italian Air Force G.222A Spartan





A fully loaded RAF Typhoon

2011 RIAT



The Solo Turk F-16



A couple of of CASA C-101 Aviojet from the Patrulla Aguila — the Spanish Display Team



A very rare sight: 6 Hawker Hunters in formation.

2011 RIAT

All images ©2011 Peter Thivessen unless noted



Hawker Hunter T.7 ©2011 T. Shinoda



Hawker Hunter PR.11 ©2011 T. Shinoda



Page 62 ex-RAF Hawker Hunter MK58



"Miss Demeanour" – Hawker Hunter F.58A

Page 63



The French Dassault Rafale B
Gloster Meteor NF.11



A German Tornado ECR with a fancy Tiger Anniversary paint scheme.

2011 RIAT



BAC Jet Provost MK3



BAC Jet Provost MK5



A Norwegian de Havilland Vampire T55



Page 64 The IL-76MD from Ukraine, with two left rear tires bursting during take-off.



Page 65



Su-27 ©2011 Takeshi Shinoda



Avro Vulcan B2

2011 RIAT

All images ©2011 Peter Thivessen unless noted



Avro Vulcan B2



de Havilland Venom FB1 ©2011 Takeshi Shinoda



North American Rockwell OV-10B
Bronco





The 37th Annual Vectren Dayton Air Show was held on July 23 and 24, 2011 at the Dayton International Airport in Vandalia, Ohio. Dayton is the birthplace of aviation, where the Wright Brothers built their first powered plane. It is also home of the National Museum of the United States Air Force, with one of the best collections of aircraft and aviation artifacts in the world.

The Dayton Air Show is one the most prestigious air shows in North America, drawing thousands of spectators and top performers. It is ranked on the top 12 air shows in the country. The first Dayton air show took place in 1974 at the Dayton Wright-Brothers airport and moved to its current location in 1975. Throughout the years the Dayton Air Show has been known for its ability to showcase aircraft not present at many other air shows. This year it was the turn of NASA's Super Guppy, making its only appearance at an air show this season. The Aero Spacelines 377SG Super Guppy is a highly modified version of the Boeing C-97 (Boeing 377). It is the last variant used to carry oversized cargo for Airbus Industries and then for NASA and the only one flying now. The Super Guppy was a major attraction on the static display area at the Dayton air show.

The local weather forecast for the air show weekend looked gloomy. Chances of thunderstorms were expected on Saturday and Sunday. Thankfully the weather was mostly clear during the 2 day show except for Sunday when the Thunderbirds were about to perform. They took off amid lighting in the horizon, but after a few passes, they had to cancel their show for safety reasons. Above average temperatures in the upper 90s, with high humidity kept many people from coming to the show. The estimated 65,000 people attending this year are 15% down from last year's attendance.

The air show started with the US Army Golden Knights parachute team flag drop with a Zero (a highly modified T-6) from the Tora! Tora! Tora team circling around the flag as it came down. It was followed by a display of a replica of the Wright "B" Flyer. The Golden Knights full show was next gracing the skies over Vandalia. The A-10 East Demonstration Team was, as usual, a crowd favorite. Maj. Dylan Thorpe "HABU" putting the Warthog through high G-turns and simulated ground attack. Tora! Tora! Tora! were the top civilian team at the show with its reenactment of the December 7, 1941 attack on Pearl Harbor. Their show features pyrotechnic, fire, explosions and smoke. They fly highly modified airplanes to make them look like Japanese airplanes that were used in the actual attack. These planes were first seen in the late 1960's motion picture Tora! Tora! Tora! They are flown by members of the Commemorative Air Force, based in Midland Texas. Their performance ended with a huge fire wall!

There was a B-2 Spirit flyby on Saturday only. Unfortunately it flew too high and did not bank for the crowd as it flew by. One of the two B-1Bs at the show from Dyess Air Force base also made a flyby. It made a few passes before it left the show area to fly on other 2 air shows that afternoon only returning to Dayton after the Thunderbirds concluded their show. The Red Bull specially modified MBB BO-105 helicopter flown by Chuck Aaron also performed its incredible routine where it flies upside down and makes loops. Not an easy feat for a helicopter!

The US Navy Legacy Flight was performed by the F/A-18F East Demonstration Team from VFA-16 Gladiators, based out of Oceana NAS, Virginia, along with the Chance Vought F4U-5NL Corsair from the Collins Foundation piloted by Dan McCue. Just before the final act, the B-25 Panchito flew, which was present at the show to promote DAV (Disabled American Veterans). On both days the air show's final act of the day was the United States Air Force Thunderbirds flying their F-16s.

On Friday night there was a party hosted by the Wright Bros. Aero company to welcome the performers and crews to Dayton. It was a free event for the public with live music entertainment and refreshments. Some of the air show acts also performed, including the Army Golden Knights.

On the behalf of AIRSHOWSREVIEW LLC would like to thank Shiela Wallace for all her assistance during our coverage of the airshow.





From top left: Wright "B" Flyer, NAVY Legacy Flight with the F/A-18F and the Chance Vought F4U-5NL Corsair in mid left, NASA's Super Guppy left bottom, A-10 East Demo top right, USAF Thunderbirds and Tora! Tora! on bottom right. All images ©2011 Ricardo von Puttkammer.





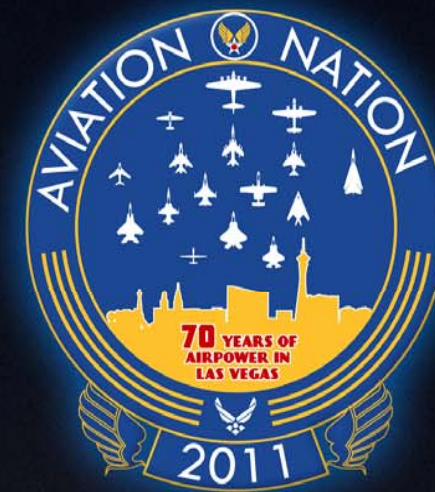
USAF Thunderbirds on top and Tora! Tora! Tora! below. All images ©2011 Ricardo von Puttkammer.



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ATLANTIC CITY AIR SHOW

REPORT & PHOTOGRAPHY BY RICARDO VON PUTTKAMMER

Casino

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Atlantic City, NJ, the gambling and entertainment center of the east coast, has been hosting a beach front air show since 2003. Although this 1-day event takes place every year on a Wednesday in August, it draws a large crowd. This year about 700,000 people packed the shore line to watch the action over the sunny beach. The air show is free to the public.

The organizers offer an exclusive seating area with tents, the Flight Line Club for \$30 per person, or \$50 for the VIP ticket. For those who do not like sand, one of the best spots to watch the show is at the Caesar's Palace pier. For that it is best to arrive by 8 AM to get a place in line for one of the 500 free tickets. What makes this a great location is that since the pier extends out over the water, you are closer to the action than if you were at the shoreline. The show opened with the US Army Golden Knights flag drop followed by the Canadian Skyhawks parachute team. F-16s from the 177th Fighter Wing flew a 4-ship formation and also flew with the 108th Air Refueling Wing KC-135. A KC-10A Extender and a C-17 Globemaster III from the 514th Air Mobility Wing also made a pass each. There was also a flyby by C-130H from the 166th Air Wing. The US Coast Guard did a Search and Rescue Demonstration with two HH-65 Dolphins. A USMC CH-46 Skynight from HMM-466 performed in front of the crowd. This year the headline attraction was the United States Air Force Thunderbirds. The new Heavy Metal Team from Lancaster, PA, gave a great performance flying their L-39s and Mig-17 (actually a Polish PZL- Mielec Lim-6bis).



The surprise of the show was a flying display by a MV-22 Osprey from VMM-162. Among other top acts of the day was the F-18F Super Hornet and A-10 East demonstration. The A-10 also flew the USAF Heritage Flight with the P-51D Bald Eagle flown by Jim Beasley. He also flew the Spitfire MK.XVIII.

- US Army Golden Knights (top left)
- Canadian Skyhawks (bottom left)
- Horizon blimp (top right)
- USAF Thunderbirds (bottom right)





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ATLANTIC CITY AIR SHOW



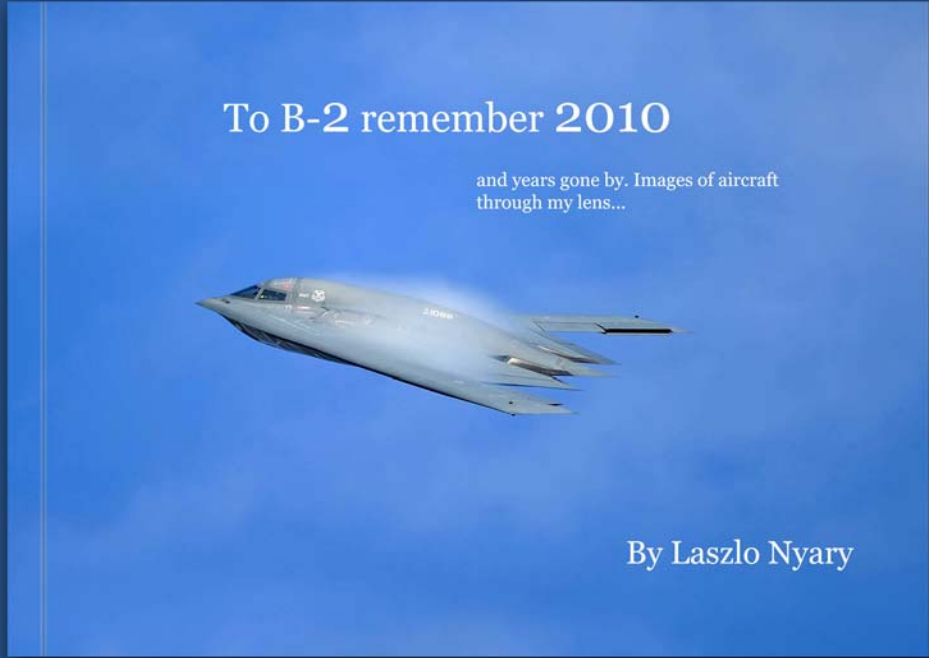
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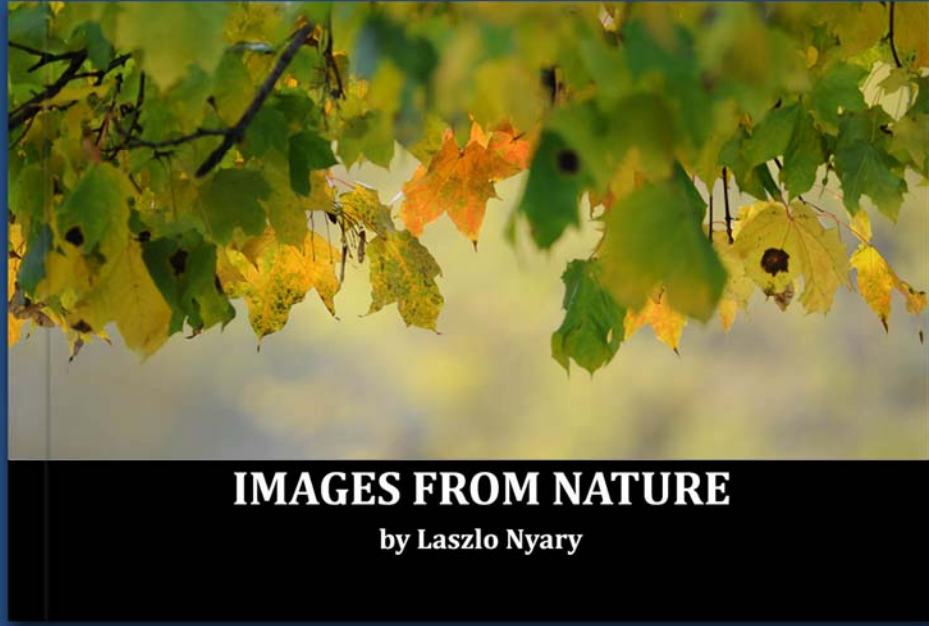
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- MV-22 Osprey from VMM-162 (top left)
- USN F/A-18F (top right)
- Heavy Metal Jet Team's L-39s (on the left)
- F-16s from the 177th Fighter Wing (above)

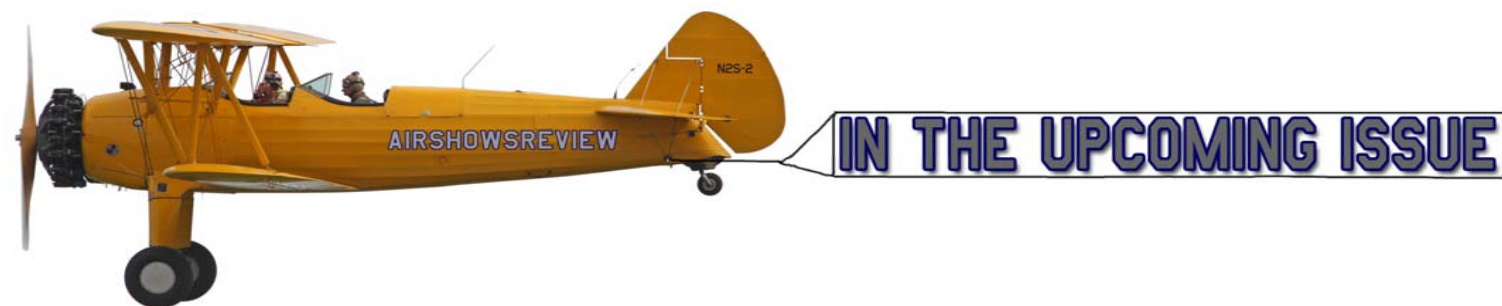
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We will be reviewing the following air show and several others in the next issue of *The Magazine* by AirShowsReview:

- Lancaster, PA
- Selfridge ANGB, MI
- Canadian International Air Show, Toronto, Canada
- Winston-Salem Air Show, NC
- Windsor International Air Show

Be sure to visit us on our website at www.AirShowsReview.com for our latest reviews, and to plan your 2012 air show season. We already have some of the events for 2012 listed. We will have a complete listing once they are released by ICAS.



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