

WWW.AIRSHOWSREVIEW.COM

December 2011 ♦ January 2012
Volume 3, Issue 1

The Magazine



- ✈ CIAS Toronto
- ✈ Windsor International Air Show
- ✈ 40th Anniversary of The SkyHawks
- ✈ AIR COMBAT ZONE Photo contest winner
- ✈ FEDEX Memphis Air Show
- ✈ Ostrava NATO Days
- ✈ The BEST air show of 2011 and so much more...



MALTA ✱

Welcome!

Enjoy 300 days of sunshine, the crystal-clear water of the Mediterranean and a unique cultural heritage of over 7,000 years of history. And for everyone looking for adventures, the Maltese islands offer a great variety of sports and activity: diving, surfing, sailing, climbing, horse-riding and much more!

The Mediterranean's
best kept secret
www.visitmalta.com



WWW.AIRSHOWSREVIEW.COM

The Magazine

December 2011

January 2012

Volume 3, Issue 1

Features:

5 Lancaster Airport Community Days Air Show PA

8 **SELFRIIDGE AIR NATIONAL GUARD BASE AIR SHOW**

14 **Canadian International Air Show**

25 Winston-Salem 100th Anniversary Air Show

30 WINDSOR International Air Show's Swan song

41 SkyHawks



40th Anniversary

46 Royal Netherlands Air Force Open Days at Leeuwarden AB

54 **AIR COMBAT ZONE** Sharp Shooter Photo Contest Winner

56 **FedEx** *Memphis Airshow*

60 ROTORFEST

62 Ostrava NATO DAYS 2011 Czech Republic

68 *Duxford Autumn Air Show Review*

76 Photos from our contributors

80 The BEST air show of 2011 is

82 In our upcoming issue...

Editorial:

2 Behind the Lens

2 Staff & Contact info

Cover: MV-22B by the CN Tower, photo by Laszlo Nyary.



© 2011 AIRSHOWSREVIEW LLC
WWW.AIRSHOWSREVIEW.COM





Behind the Lens & to the point

By Laszlo

Welcome to our **Free** December 2011 - January 2012 on-line issue of *The Magazine* by www.AirShowsReview.com.

The air show season is over for another year. The season was very eventful; first, several performers had tragic accidents and our condolences go out to their families. Also, teams and the F-22 Fleet for a time, were grounded and there were several air show cancellations. Despite these events, many air shows set new attendance records, while some unfortunately, had their swan song too!

2012 will be a very interesting season, and we at *The Magazine* look forward to it and to attend and review as many events as we can!

In the mean time as the holiday season is approaching quickly we wish to all of our readers, and the people who have helped us throughout in 2011:



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.

Copyright 2011 AIRSHOWSREVIEW LLC. The Magazine may not be edited, or sold without prior written consent. However, you are free to distribute it for at no charge, as long as it is back linked to our site. All trade names, trademarks, manufacturer names, photographic images and textual works submitted and used in this publication, are the property of their respective owners.



Help us to keep *The Magazine* **FREE** Help us with your donation!

Any amount is much appreciated and it is easy to do through PayPal. Just click on the "Donate" link, this will take you to our site for the Donation page and make your donation.



All our supporters who donate \$100 or more, will receive our 2012 wall calendar by mail. Featuring images from our air-to-air refuel ride aboard the KC-135R.

Click on Calendar or Book image for details



All our supporters who donate \$300 or more, will receive both our 2012 wall calendar and a copy of the '*To B-2 remember 2010*' hardbound book featuring exceptional aviation photography.



Staff & Contact info: feel free to drop us a line

PUBLISHER & EDITOR: Laszlo Nyary editor@airshowsreview.com

CFO & ADVERTISING COORDINATOR: E. DeVries coordinator@airshowsreview.com

CONTRIBUTING PHOTOGRAPHERS and JOURNALISTS:

Ricardo von Puttkammer, Wolfgang Jarisch, Peter Thivessen, Stefan Seville, Joe Osciak, Michele Giardini, Takeshi Shinoda, Dan Adams, Atsu Tayake



AMERICAN **HEROES** AIR SHOW sm

The nation's premier helicopter-only admission-free aviation event gears up to land in communities from coast-to-coast

USA 2012 EVENT SCHEDULE

FL Fort Myers Jan 28

TX Austin April 21

CO Fort Collins May 19

CA Los Angeles June 23

WA Seattle July 14

GA Atlanta Sept 8

AZ Phoenix Dec 1



www.Heroes-Airshow.com



[Facebook.com/AmericanHeroesAirShows](https://www.facebook.com/AmericanHeroesAirShows)



Lancaster Airport Community Days Air Show

Report and photography by Joe Osciak



The Community Day Airshow held at the Lancaster Airport in Lititz, on August 20-21, was a hidden gem in airshow events under the direction of David Schultz Airshows!

Lots of flying close to the field, parking close to the gates and really inexpensive food prices compared to the big shows. There was a nice variety of flying acts from the early training planes to the modern day UASF A-10A Thunderbolt II filling the skies over the airport. Aerial demonstrations were flown by Kevin Russo in his SNJ, Jerry Wells in a Bucker Jungmeister, Jerry "Jive" Kirby in a USN T-28, Kendal Simpson in a Pitts and a Bell 47 helicopter demo from the Dutch Country Helicopters. The demo the crowd was most looking forward to see fly was the Lancaster based "Heavy Metal Jet Team" flying five L-39's and one MIG-17 flying a performance that was on par of the major military jet teams.

For anyone who hates the large shows at major military bases this was the show for you to attend. Nice laid back event with plenty to see and do before and after the flying. They also had helicopter rides to give you a view from above of the show and of Lancaster County.





- Bucker Jungmeister (top left)
- SNJ/T-6 Flight (top right)
- Fairchild PT-19 with PT-23A Cornell (mid right)
- Jerry "Jive" Kirby- USN T-28 (bottom)

All photos ©2011 Joe Osciak

Aviation calendars make an ideal gift for any aviation enthusiast or even one for yourself!

Our 2012 calendars feature outstanding photographs that you can enjoy throughout the upcoming year!



GET YOURS TODAY
just click on the one you want!
All proceeds go toward *The Magazine*

SELFDRIDGE AIR NATIONAL U A AIR SHOW D

Report and photography by Ricardo von Puttkammer



Selfridge Air National Guard Base is located just outside Detroit. This year it held its bi-annual airshow on August 20 and 21. It was a very busy weekend in the Motor City. The air show shared the weekend with a Nascar race and the 17th Annual Woodward Dream Cruise with its classic cars, muscle cars and hot rods cruising down Woodward Avenue. Despite these other events, the air show attract thousands of spectators, the estimated number for Sunday was 75,000.

Selfridge has a long history. It was originally called Joy Aviation Field and in 1917 it became Selfridge Field, to honor the first military aviator to lose his life in an accident, 1st Lieutenant Thomas E. Selfridge. Today it is an Air National Guard Base, the home of the 127th Wing, flying A-10 Thunderbolt II and KC-135. It also houses a unit of the Michigan Army National Guard flying CH-47 Chinook and Coast Guard Air Station Detroit with its HH-65 Dolphins.

This year neither of the two US premier demonstration teams (Thunderbirds and Blue Angels) was scheduled to participate. Instead the F-22 Raptor was going to be the main attraction, but the entire Raptor fleet had been grounded since May and had not flown yet! Organizers were able to book the F-18 Super Hornet Demo team and several other top notch performers for show. There was a large contingency of civilian performers.

Warbirds were represented by Yankee Air Force Museum's B-17, B-25 and C-47; Tuskegee Airmen Museum's AT-6; Vlado Lenocho's P-51D; a Vought F4U-5 Corsair; F-86F Sabre from the Warbird Heritage Foundation; Two L-39 Albatross.



On the civilian front there were air show favorites: Otto the Helicopter, John Mohr's Yellow Peril Stearman and Todd Green airplane to helicopter transfer. Melissa Pemberton flew her Zivko Edge 540 around her husband, Rex Pemberton as he flew with his special wing suit until his parachute deployed, once he landed she went on to her solo routine. Steve Oliver also delighted the public with his Super Chipmunk – Skydancer act. Skip Stewart, Brett Hunter and the Third Strike Wingwalking also performed at the show.

Since A-10s are based at this air base, it afforded the public to see a 4-ship formation pass. Also the base's KC-135 and HH-65 flew. The Dolphin also did a search and rescue demonstration. An F-16 from the Ohio Air National Guard did a couple of passes and the Air Force Academy Wings of Blues Parachute Team did a flag drop and their air show routine.

The show was cut short on Saturday due to inclement weather approaching the air base.

Sunday ended up not being a full day, not because of the weather. Todd Green, an accomplished stuntman and wing walker fell 200 feet to the ground when he could not hold on to Otto the Helicopter skids on his third attempt to transfer himself from John Mohr's Stearman to the helicopter without any harness or protection. This was a stunt that he had done successfully many times before, including Saturday. Unfortunately he succumbed to his injuries at the hospital. Our thoughts at AirShowsReview are with his family and friends.





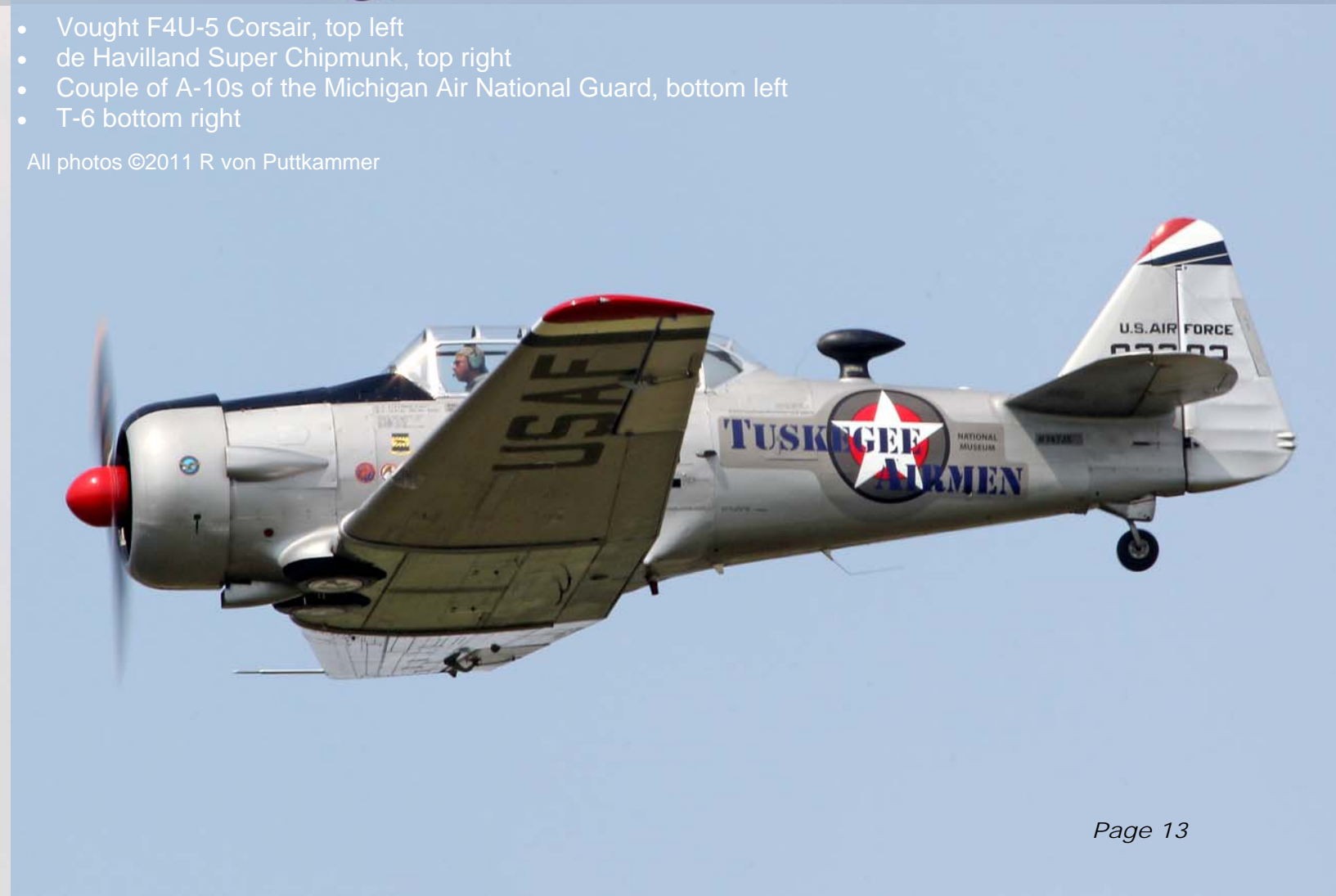
- F-86F Sabre being fuelled, above and in the air top right
- C-47, middle right
- HH-65 Dolphin, bottom right

All photos ©2011 R von Puttkammer



- Vought F4U-5 Corsair, top left
- de Havilland Super Chipmunk, top right
- Couple of A-10s of the Michigan Air National Guard, bottom left
- T-6 bottom right

All photos ©2011 R von Puttkammer





Canadian International Air Show

Report and photography by Laszlo Nyary

Mother Nature hasn't cooperated much when it comes to the annual Canadian International Air Show lately, and 2011 was no exception.

The three day event was hampered by inclement weather. The weather was a deciding factor this year too when it came to flying. But despite the hazy, overcast and foggy skies that varied over the air show days, so did the temperatures from hot (close to 40C with humidity factored in) and very humid on Saturday, to windy and almost chilly (15C on Monday), the three day air show found satisfaction in the hearts of the enthusiasts who were present.

There were several highlights this year at the CIAS. By far, with its first time visit to Canada, the MV-22B Osprey from the US Marines Corps was the pinnacle. This was followed by the A-10 West Demo Team of the USAF from Davis-Monthan AFB, Arizona, led by Captain Joe 'Rifle' Shetterly, and the Heavy Metal Jet Team, who were in Toronto for the first time too. From the Canadian Forces, the Royal Canadian Navy's HMCS Shawinigan participated in some fast maneuvering to thrill the crowds, and the Royal Canadian Air Force's CF-18 Demo Team as well as the Snowbirds showed off their wings, weather permitting. On Saturday due to severe storms and lightning, the Snowbirds were unable to take off from Pearson International airport. The much anticipated SkyHawks parachute team cancelled their jump for the event too, but the crowds were compensated by several fly-bys by the CP-140 Aurora. There were several civilian performers. Among them: Mike Wiskus, Pete McLeod, and Rick Volker, as well as the Air Cadets. The historical Lancaster bomber from Hamilton made an appearance during the air show. Please visit our site for more details about the 2011 CIAS, [by clicking here.](#)





Maj. General Stephen L. Hoog, USAF, Commander, 9th Air Force, Air Combat Command, Shaw AFB, S.C., was present on Sunday.

The RCAF CP-140 Aurora above and the Royal Canadian Navy's HMCS Shawinigan participated in some fast maneuvering to thrill the crowds on Saturday and Sunday.

On Saturday the HMCS Shawinigan was my shooting platform to capture the magnificent skyline of Toronto. Unfortunately, we stayed too far off, to capture the performing aircraft better.





The first time visit of the MV-22B Osprey from the US Marines Corps in Canada was the pinnacle of the 2011 CIAS.

- Arrival at Pearson Airport (above)
- CN Tower fly-by
- At the Island Airport (right)





It was great to see my friend "Rifle" here in Toronto and to see his A-10 buzz the Island airport, above, and to see him perform on the water front.





The CF-18 Demo aircraft received a special welcome at Pearson International upon arrival! (above) The MV-22 brewed up a water storm with the downdraft of those huge blades above Lake Ontario (on the left). The 6 ship formation of the Heavy Metal Jet Team streaking by (middle). Mike Wiskus flying side ways just a few yards above the water and rocks.



ADVERTISE IN THE NEXT ISSUE

WWW.AIRSHOWSREVIEW.COM

The Magazine



Reach a diversified audience with your advertisement world wide!

Since 2009, *The Magazine* our bi-monthly publication has been downloaded over 140,000 times. Read by aviation enthusiast, air show volunteers, air show directors, performers, pilots, military personnel and photographers.

We feature not only reviews of aviation shows and events, but articles about veterans, aircraft restoration organizations, museums, visits to air bases and exercises.



BACK COVER	\$450.00
INSIDE FRONT	\$400.00
INSIDE BACK	\$350.00
FULL- PAGE	\$300.00
HALF- PAGE	\$150.00
ONE-THIRD Vertical	\$130.00

Discounts are available for multi insertions.

For advertising contact: E. deVries ☎ 303-589-3422, by e-mail info@AirShowsReview.com
 ✉ AIRSHOWSREVIEW LLC. PO BOX 2584 Parker, CO 80134

Issue dates: Not later than 1st of December, February, April, June, August, and October.
Advertisement size: 8.25x10.75" (.125" bleed) **File format:** Adobe sRGB jpg@300 ppi.
Booking deadline dates: 1st of January, March, May, July, September and November.
Art work deadline dates: 15th of January, March, May, July, September and November.

REV: 2011(A)



WINSTON-SALEM AIR SHOW

THE 100TH ANNIVERSARY

SMITH REYNOLDS AIRPORT
 SEPTEMBER 9, 10, 11, 2011

REPORT AND PHOTOGRAPHY BY JOE OSCIAK

Southern Hospitality was in full force at the "100th Anniversary Airshow" at the Smith Reynolds Airport in Winston-Salem! This is one of the oldest air shows in the world, as not many air shows can claim to start with the forefront of aviation.

Friendly people all around, lots of flying in the sky and too many ground events to mention made this a show that had something for everyone to enjoy!

A Friday evening airshow started things off, followed by a free concert by Legendary Country Music Star John Anderson, another twilight airshow and then fireworks to cap the first day off. On Saturday and Sunday the air events featured such acts as the F-104's from the Starfighters Demo Team, Team RV, Aeroshell Aerobatic Team, a US Navy A-4 Skyhawk flying from the Collings Foundation and a Navy Legacy Flight with the Skyhawk flying with a Corsair and Skyraider. The new Honda Jet also made an appearance flying a demo and was an amazing thing to hear how quiet this plane is!



U.S. AIR FORCE

Northrop Grumman B-2 Spirit, Stealth Bomber, AV-4 – 82-1069 “Spirit of Indiana”

The big event that most people were waiting for on Saturday were the fly-by of a USAF B-52 and three passes from the B-2 Stealth Bomber with some of the best and closest passes that I have ever seen of the plane! ©2011 Joe Osciak



B-52 did a fly-by but not as low as the B-2 did, above.

Wing walker Jane Wicker, lower left, A-4 Skyhawk, middle,



The A-4 Skyhawk with the AD4 Skyraider together, right.

F4U Corsair with the AD4 Skyraider on the tarmac, lower right. All photos ©2011 Joe Osciak



Report by Laszlo Nyary with photography as noted



©2011 Laszlo Nyary

This was the 3rd annual Windsor air show in recent times, and had the potential to be one of the biggest held annually in Ontario. However, this was the swan song for the WIAS.

The Windsor International Air Show (WIAS) had so much potential to become one of Canada's premier air shows, but poor weather, low attendance due to this and some politics killed its future. This year once again it was hampered by rain and cloudy weather to a large extent, which is of course, out of the hands of the organizers. Regardless, on the weekend the show did go on. It was more than just thunder from the weather that made thunderous noise, it was from the jet aircraft from the Royal Canadian Air Force, from the USAF, US Navy and from the US Marines.

The event was for three days: Friday was for Veterans, Kids with Special Needs, arrival of most of the aircraft and practice, in the evening a Chicken Wing – Off BBQ in the evening. Saturday and Sunday were when the actual displays were held.



©2011 Ricardo von Puttkammer



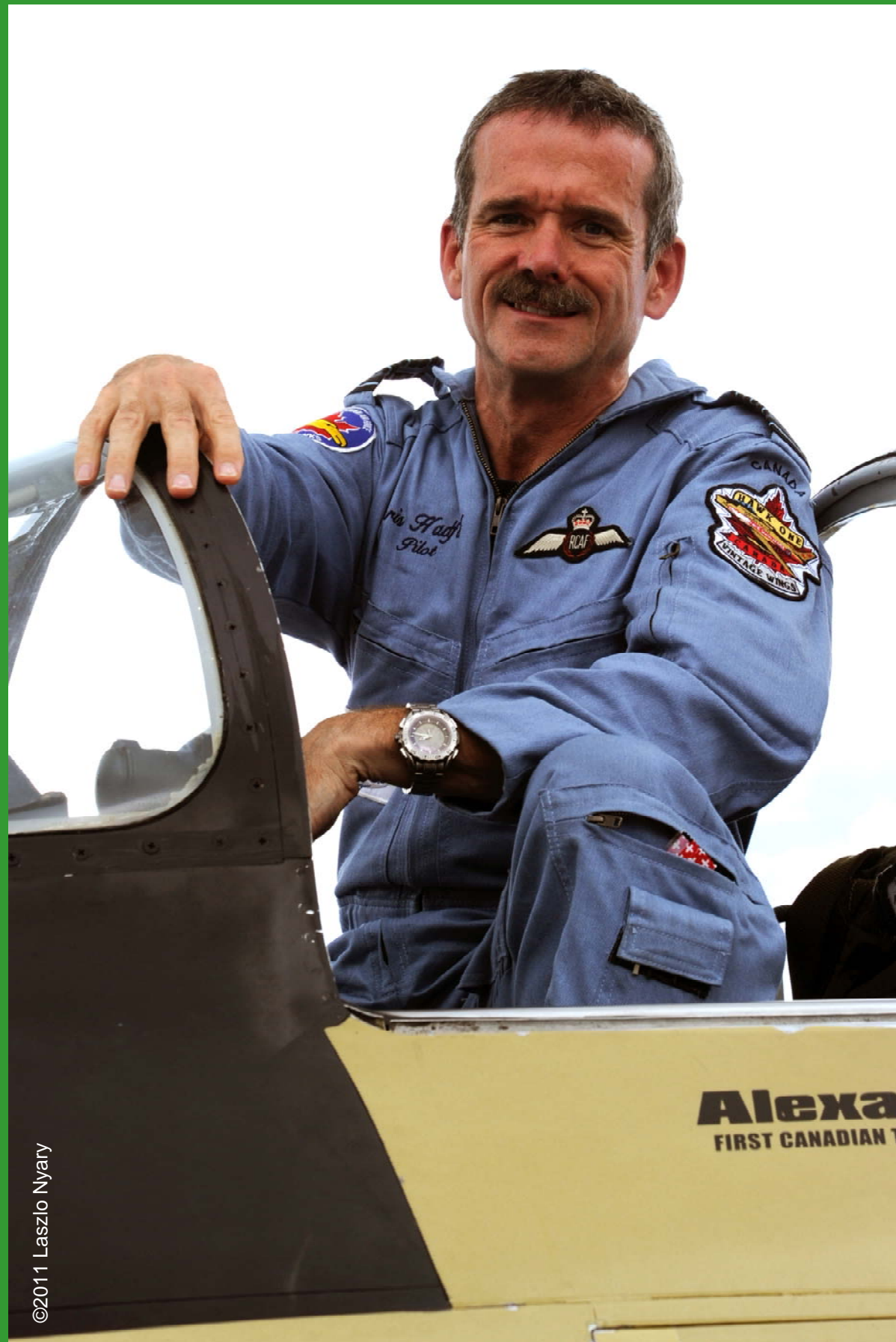
©2011 Laszlo Nyary

On Friday the rain was on and off, mostly on, which hampered all the planned activities. Despite the rain the CF-18 was in the air for a brief practice session making wonderful vapor cones at speed in the rain. In the afternoon it cleared a bit and the Snowbirds took to the skies.

Saturday started off with more rain, several performances were cut short or were cancelled outright including the OPP Motorcycle demo, due to rain. Still, thousands toured the US KC-135 fuel tankers and US transport aircraft in the static area, and cheered Astronaut and Space Station Commander Chris Hadfield in Hawk One.



© 2011 Ricardo von Puttkammer



Astronaut and Space Station Commander, Colonel Chris Hadfield in the HawkOne.

Sunday too started out with a bit of rain, but it cleared up by opening, and by far it was the best day to attend WIAS.

The Canadian Icons, the Snowbirds, with the help of the Canadian Forces Skyhawks Parachute Team and the CF-18 Demo Team, dazzled the spectators in the sky with their precise maneuverings and flying skills. Additionally, several WWII and warbirds from the collection of the Canadian Warplane Heritage Museum and the Vintage Wings of Canada performed. They were supplemented by four Harvards from the Canadian Harvard Aircraft Association, and a couple of civilian flyers, including Pete McLeod of Red Bull fame.

Compared to the 2010 show, there were less static aircraft. This was due mostly to the date of the show: 9/11! Many American cities and air bases remembered this tragic event's 10th anniversary by staging an air show themselves. This situation made less aircraft available to perform at WIAS and there were no top tier US performers.



MH-53 Sea Stallion, above and C-130 and F/A-18 tail fins from the US Forces, below.





To add additional interest there were performances by FLASH FIRE II a jet truck, and the CBC television comedian Rick Mercer from the Rick Mercer Report was present for a taping of his show. There were antique vehicles again a bit less due to the rain than last year.

We at AirShowsReview wish to thank all the people who have welcomed us, and who organized the air show. Our gratitude goes out to all of you and especially to Keith and Theresa Baxter. We will miss the WIAS!!!





©2011 Laszlo Nyary

The Snowbirds, CF-18, Mike Potter of Vintage Wings in his P-51 Mustang and the CBC television comedian Rick Mercer from the Rick Mercer Report on Sunday at the WIAS.

©2011 Laszlo Nyary



©2011 Laszlo Nyary

Page 36



Page 37





The perfect way to end the WIAS by having all the Canadian teams together for a group photo in front of the CF-18 complete with a rainbow in the sky: The CF-18 Demo Team, Snowbirds and the SkyHawks.

CASH & DREAM+FLIGHTS

LOTTERY CALENDAR

- Your Chance to WIN OVER 200 PRIZES!
- 6 Dream Flight Draws in T-33, Vampire Jet and Other Aircraft
- Cash Prize Draws from \$50 to \$1000
- 1 in 15 odds of winning!

ONLY \$30



BUY YOUR TICKET TODAY & HELP KEEP THE JETS FLYING!

Cash & Dream Flights Lottery Calendars can be purchased by calling:
Hammond Aviation @ 519-648-3464 or Air Combat Zone @ 905-602-4775
Or order by emailing: lottery@jetaircraftmuseum.com

visit us online at
WWW.JETAIRCRAFTMUSEUM.CA



40TH ANNIVERSARY
Article by Laszlo Nyary



©2011 Laszlo Nyary

- CASA C-212-100 Aviocar, above, the jump ship for the SkyHawks.
- The best way to capture aerial jumps is from the air with such gear as this one, onboard the CASA C-212 Waterloo, Ont.



Page 42

©2011 Laszlo Nyary



©2011 Laszlo Nyary



©2011 Gus Corujo

In 2011, The SkyHawks, Canada's only military parachute demonstration team, celebrated their 40th anniversary.

Apart from the regular air show crowds in Canada, others have hardly ever heard of the SkyHawks, they are not as well known as they should be, considering their history.

So let's look briefly at their history:

Originally they were formed in June of 1969, by qualified members of the Canadian Airborne Regiment. The team was known as the Canadian Airborne Regiment Parachute Team, and their first show was on June 14th, 1969, at the Mobile Force Fire Power Demonstration at Canadian Forces Base, Petawawa, Ontario.

In October of 1970, with a new name "Canadian Forces Parachute Team" they took part in the World Parachuting Championships in Fontainebleau, France. They received the silver medal in the Team Accuracy event.

In 1971, the team's name was changed to "SkyHawks" as they came under command of the Canadian Airborne Centre (CABC), in Edmonton, Alberta. In August of 1996 the Canadian Airborne Centre moved from Edmonton to Trenton, Ontario. Since then, the SkyHawks call Trenton their home base.

In 1977 the team traded the Para-Commander round parachute for the more maneuverable Ram-Air square parachute. The Ram-Air square parachute with the Canadian Flag design allowed for more dynamic and crowd-pleasing performances.

The SkyHawks is comprised of 17 members from the Regular and Reserve units; the Army, Navy and Air Force.

Over the years we have seen the SkyHawks at several air shows in Canada as well in the USA. I always enjoyed watching their exciting formations in the sky:

- **Canadian T:** three SkyHawks form a 3-stack and transition into a formation in the shape of a "T", where the jumper at the bottom will fly a 450 sq ft flag.
- **Parabatics:** Two SkyHawks form a bi-plane (2-stack) and transition into a leg lock flying their parachutes side by side and performing aerobatics in the sky.
- **Tri-by-side:** Three SkyHawks form a 3-stack and transition into the above formation flying their parachutes side by side.
- **Candy-cane:** A SkyHawk spirals downwards with several coloured smoke canisters.
- **3-Stack Drag:** Three SkyHawks form a 3-stack and transition into this formation where the jumper at the bottom of the stack inverts and flies upside down.

Page 43

3-Stack Drag: Three SkyHawks form a 3-stack and transition into this formation where the jumper at the bottom of the stack inverts and flies upside down.



Tri-by-side: Three SkyHawks form a 3-stack and transition into the above formation flying their parachutes side by side.



©2009 Laszlo Nyary



©2011 Gus Corujo





Report and photography by Peter Thivessen

Royal Netherlands Air Force Open Days offer a glimpse of the future

On 16 and 17 September, 2011, the Royal Netherlands Air Force presented itself to the public during Royal Netherlands Air Force Open Days under the motto "The Future Hangs in the Air" at Leeuwarden Air Base.

Leeuwarden Air Base is one of the two F-16 base of operations. In addition to this main feature, the base is also home to the search and rescue squadron, with AB-412 rescue helicopters that are ready on a 24/7 basis. These helicopters are deployed for rescuing pilots in distress at sea, or airlifting patients from sea vessels or for the Wadden Islands (with the exception of the isle of Texel) to hospitals on the mainland.

The aerobatics display was one of the highlights of the RNLAF Open Days. This year's programme featured the Patrouille Acrobatique de France, the Red Arrows from the UK, the Red Devils from Belgium and various solo teams; the Belgian and the Turkish F-16 demonstration teams among them. Unfortunately the Patrulla Aguila from Spain, could not attend due to a death in the family of the commander. Due to the recent accident that has taken a life of a pilot from the Red Arrows Team, one of the red BAE Hawks was replaced with a black one in his honour.

The Dutch F-16 Solo Display Team with their bright orange and black paint schemes thrilled the home crowds and the Apache Helicopter Solo Display Team showed off their new colour scheme. An Air Power demonstration showed the cooperation between several branches of the armed forces and the indispensable role that the Air Force plays in such scenarios.

The air show was continuous from 9 am to 5 pm with a one hour lunch break from 12:30 to 13:30. To say the least it was excellent! The event stood out from most air shows in Europe, or for that matter from anywhere world wide. The 182,000 visitors (Friday 50,000 and Saturday 132,000) were thrilled and fascinated by what they saw. All the teams put on one of their best performances of the season, and the event was extremely well organized.

The Air Force Day is held alternately at the airbases Volkel, Gilze-Rijen and Leeuwarden and due to this, the next one to be held at Leeuwarden AFB will be in 2016.

AirShowsReview would like to thank Major K.F. Beek-Regnery, B.C., Chief Press and Public Information Officer and all from Airbase Leeuwarden for their generous cooperation, hospitality and friendliness!





The Dutch F-16 Solo Display Team above and F-16s from Leeuwarden Air Base, below. All photos ©2011 Peter Thivessen

The Westland Lynx helicopters of the Black Cats from the Royal Navy above, and the F/A-18 of the Finnish Air Force, below.

LUCHTMACHTDAGEN
2011 LEEUWARDEN







LUCHTMACHTDAGEN
2011 LEEUWARDEN

Several scenarios were demonstrated by the RNLAF and the Belgian Air Force. CH-47 Chinook, above and the Agusta-Bell 412 SAR, below.

A flock of Hawker Hunters from the UK, above. The Belgian Westland Sea King Mk48, and RNLAF Aérospatiale SA316B Alouette III, below.

All photos ©2011 Peter Thivessen





Congratulations goes out to the winners of the Sharp Shooter photo contest sponsored by **AIR COMBAT ZONE** and *The Magazine*. Voting was determined by those who visited Facebook, for more details click here: <http://www.facebook.com/pages/Air-Combat-Zone/16617634541?ref=ts>

Static category:

1st place: Richard Hirschmann

Prize: 2 Tera Byte External USB Hard Drive!



Performing category:

1st place: Eric Edwards

Prize: 2 Tera Byte External USB Hard Drive!



**JET SIMULATOR
GIFT CERTIFICATES
2 FOR 1
CHRISTMAS SALE!**

**GIVE AN UNFORGETTABLE
FIGHTER PILOT EXPERIENCE!**

AIR COMBAT ZONE

JET FIGHTER ENTERTAINMENT CENTER



5170 DIXIE ROAD

905.602.4775

WWW.AIRCOMBATZONE.COM





The Canadian CF-18 above and “HOM” or is it Elvis? — below left.



Memphis is well known as the "music city" - every American should know where Elvis Presley grew up, or where Graceland is. But aviation? Naval Aviation and Memphis?

There are several ways to answer these questions. First, Millington Regional Jetport, located about twenty miles north of Memphis and adjacent to Naval Support Activity Mid-South, used to be a part of Naval Air Station Memphis. And everyone knows about company called FedEx. Where is the location of FedEx corporate headquarters? Memphis, Tennessee. As you can see, there are rich and long historical ties with naval aviation in Memphis, and that is the reason why 2011 Memphis Airshow was designated as the one of Tier-1 Centennial of Naval Aviation (CoNA) events throughout the US.

The Memphis air show was a hidden gem, when it came to air shows in the USA. It had an unbelievable static display, as well as top tier performers in the air that were presented to the audience. The top notch flight demonstration included the Heavy Metal Jet Team, newly formed in year 2011, performed with five L-39s and MiG-17. All pilots in Heavy Metal Jet Team are extremely experienced pilots, including legendary naval aviator Captain Dale "Snort" Snodgrass, and Major John "Slick" Baum, former USAF Thunderbirds No.2 in 2009-2010 season.

The Canadian CF-18 demonstration team also performed their well known tough manoeuvre routines, but with Music from Memphis - they flew along with Elvis's song. Then USAF F-16 Viper West Team and VFA-106 legacy hornet demo team followed, and spreading jet noise around the sky over Millington. QF-4 performed USAF heritage flight with Viper West team. And we had US Navy's flight demonstration team, Blue Angels. Yes, four military jet demonstrations and two Jet teams in one place are not something we can easily find in the United States.

The many civilian performers, included: Mike Wiskus, Michael Goulian, Gene Soucy, Matt Chapman, Skip Stewart, Viper Airshows, Jan Collmar, Red Bull BO105 / Chuck Aaron and Red Eagle Air Sports.

Flight display never stopped once started at 10:30 AM, until Blue Angels completed salute to audiences. For the people who love aviation, this was heaven.

For a good seating spot, the organizer chose very clever way to resolve two different issues - provide enough room on front line for general public, and provide "VIP" values on VIP seating. Six F/A-18 Hornets of the Blue Angels parked far end of the runway, and VIP sections were placed right in front of Blue Angels. So the VIP seating would not occupy the entire frontline like other air shows. This layout offered very good environments for any aviation photographer, since the photographer could choose good spot as long as he/she arrived to the field early enough. Sunlight was always behind the back, so the lighting was also excellent. Only issue we found, and it is something that nothing could be done about, was the heat haze on the runway, which prevent accurate autofocus during take-offs and landings.

Over all it was an excellent show, however we spotted too many people lighting up a cigarette in the show area. The air show security people and staff should have warned those people more often, and enforce the no smoking restrictions. A source of potential fire hazard, something we would not like to see in airshow.



Gene Soucy, above and the Heavy Metal Jet Team below.

All photos ©2011 Atsu Tayake





The Sikorsky S-92 with the “Legacy of Heroes Tour” paint scheme.



Page 60 The Sikorsky MH-60R Sea hawk

2011 R T R F E S T

Photos by Joe Osciak

Advertised as the “The World’s Largest All Helicopter Air Show.” in West Chester, PA., it took place on September 24-25.

For a full report please [click here.](#)



US Army AH-64A Apache

Page 61



Report and photography by Wolfgang Jarisch.

AirShowsReview was back for the 12th NATO-Days in Ostrava, held on the 24th and 25th September, 2011, under ideal weather conditions. By far, this is the largest Air, Army and Security show in central Europe. And, it is FREE! This well organized event was attended by 225,000, setting a new attendance record, over shadowing last year's 185,000 visitors by a wide margin.

The organizers of NATO days in Ostrava are the Jagello 2000 Association, the Joint Forces Headquarters of the Armed Forces of the Czech Republic, the Fire Rescue Brigade of the Moravian-Silesian Region, the Police of the Czech Republic and the Ostrava Leos Janacek Airport. The event is supported by the Ministry of Foreign Affairs of the Czech Republic, the Moravian-Silesian Region, the Public Diplomacy Division NATO and the Statutory City of Ostrava. As you can see from the list, this is very impressive and the event provides a very wide and therefore interesting mixture of air displays, security, hostage rescue, and army demonstrations using a different variety of armored vehicles.

In 2011, several non-NATO members attended the event, such as the Israel Air Force. They brought two F-15D "Baz" and one KC-130H "Karnaf" for the static display. One of the F-15D's had kill marks displayed, that were won against Syrian Mig's. An additional C-130H, support aircraft for the event arrived, but returned the same day to Israel, just as it had arrived. These Hercules were quite interesting; they had no identification markings except for their numbering. The Austrian Air Force was represented by the Blackhawk as last year too, but this year they participated in the flying display. Additionally a Eurofighter from Zeltweg flew in for the flying display and then returned directly back to Austria after it flew.

For the first time in Ostrava, display teams were present: the Turkish Stars and the Baltic Bees from Latvia. The Baltic Bees were founded in 2008 and they fly (4) Aero L-39Cs. They flew a nice routine, and the solo flew sometimes at a very low level. The Red Arrows cancelled due to the tragic accident earlier this year.



The Czech Mi-24

Other aircraft flying included the Dutch F-16, Slovak Mig-29AS, British Beechcraft King Air B200 and the Tucano Display team. From the Czech Republic solo displays from the L-159 Alca, the Gripen flew and several helicopters too that were involved in the ground demonstration. An interesting Mil Mi-8 we could see from the Polish Police. This helicopter had no rear gate doors, which allowed the special troops to drop down fast during the hostage rescue demo with a civilian aircraft. We missed the SAR Demo from the Belgian Sea King that was cancelled one day before the show, for unknown reasons.

The static display was a good mix with helicopters, transport aircraft, reconnaissance aircraft and jets. NATO E-3A EWACS, a British E-3D EWACS and from the Swedish Air Force from the Air Transport and Special Flight Unit F7 a very rare Saab S 100D Argus. The S100D Argus is the upgraded version of the S100B. From the USAF Reserve Command we could see a KC-135R, C-130H and a B-52H. The USAF also sent a new C-130J from Ramstein to Ostrava. Capt Kerry Baker from the 307th Bomb Wing / Barksdale LA., was the designer of this year's B-52 Ostrava badge.

From the Czech Republic we could see also many interesting aircraft. A very rare Zlin L-142AF, a Yak-40, the new CASA C-295M, an Aero L-39 and Aero L-159, and all Helicopters from the Czech Air Force, including the Mil Mi-2.

Eurofighters were present; one from Germany and two from Italy, a Mirage 2000N from the French Air Force, a Gripen from Hungary, two F-16's from Norway and one from the Netherlands, a Mig-29UBS from Slovakia and a Mil Mi-17 from Slovakia in a very interesting digital camouflage paint scheme, and the list goes on.

The food available was excellent with a wide variety from which to choose. The event could improve with more sanitation facilities though. Over all, the weekend event was fantastic, where you could spend time talking to the crews, and enjoy the flying demonstrations. Wish to thank Capt Kerry Baker from the 307th Bomb Wing / Barksdale LA, the Belgian Air Force Hercules crew for their hospitality as well Capt Tomas Pettersson from the Swedish Air Force.



The E-3A of the NATO Airborne Early Warning & Control Force.



The Dutch F-16 deploying flares.



The Austrian Eurofighter from Zeltweg.



All photos ©2011 Wolfgang Jarisch



The F-15D "Baz" with air-to-air kill marks from Israel.



A couple of interesting aircraft from Sweden: Saab 340 S100D Argus with Erieye radar above, and a Saab Skeldar UAV used for surveillance and intelligence gathering, center below. All photos ©2011 Wolfgang Jarisch



The Baltic Bees in the air and on the ground.

Aero L-159 ALCA of the Czech Air Force.





Duxford Autumn Air Show Review

REPORT AND PHOTOGRAPHY BY RICARDO VON PUTTKAMMER



The final air show of the season at the Imperial War Museum Duxford is the Autumn Air Show, which took place on Sunday October 16, 2011. This year's theme was Remembering the Korean War. Duxford has a rich history that dates back to the end of the First World War when the airfield provided training to newly formed Royal Air Force pilots. Today it is England's best preserved World War II airfield and one of the finest aviation museums in the world with its collection of 200 aircraft on display and over 50 flying aircraft based at the airfield. It also houses one of the best collections of military vehicles, tanks and artillery in England.

The Autumn Air Show is a 1-day event that is packed with excitement for enthusiasts and family alike all day. The gates open at 8 AM. Flying display does not start until 1:30 PM, allowing time to go through several hangars with aircraft on display and to visit the many vendor tents spread throughout the grounds. Flights on de Havilland Dragon Rapide, Tiger Moth, T-6 Harvard and Chipmunk were also offered by Classic Wings before and after the flying display. The Flight Line Walk was open to the public from 10 AM through 12:30 PM, allowing a closer look at aircraft on static display and those participating on the flying display.

The air show also celebrated the 80th anniversary of the de Havilland DH 82 Tiger Moth's first flight which took place on October 26, 1931.

The air display started with the Boeing B-17G Sally B, based at Duxford and the only B-17 still flying in Europe, representing SB-17s and RB-17s used in Korea for search and rescue and aerial photography respectively. It was followed to the air by The Fighter Collection's (TFC) TF-51D Mustang Miss Welma along with 2 T-6 Harvards. The Sea fury was supposed to also join the display at this time, but it was replaced by the Supermarine Spitfire IX. The Gloster Meteor T7 also flew, making its air show debut.

Next it was time to take a break from the Korean War theme and celebrate 80 years of Tiger Moth with the flying demonstration of the Tiger Nine Display Team with its 9 Tiger Moths in the air.

The heavy metal attraction of the air show was the final display of the season of the Belgian Air Force demonstration F-16 with its tight turns, high speed moves and flares deployed. The next group of aircraft to fly also represented the Korean War: Cessna L-19 Bird Dog, Piper L-4 Grasshopper, Auster J-1 Autocrat, de Havilland Beaver and the Yakovlev Yak-18. The Korean War theme was again interrupted for the flying displays of the especially marked Shorts Tucano from 72(R) Squadron, RAF Linton-on-Ouse. And the nicely choreographed Black Cats Lynx pair from 702 NAS, RNAS Yeovilton.

The final group of aircraft to fly in the afternoon again represented types that were involved in the Korean conflict. The Douglas C-47 flew in formation with the Beech 18. There was also a formation flight with Douglas AD-4N Skyraider from Kennet Aviation and the Royal Navy Historical Flight's Hawker Sea Fury. The North American P-51D Mustang Ferocious Frankie flew together with the Supermarine Spitfire Mk IX both from the Old Flying Machine Company. The beautiful Consolidated Catalina also flew. The last aircraft to fly, was the star of the air show, the North American F-86A from Golden Apple Operations Ltd. This is a rare machine, being the only F-86A flying today. Throughout the air show there were a few flights from a Westland Wasp in and out of the airfield. On static display were a BAE Hawk, a Shorts Tucano, Stinson L-5 Sentinel, L-4 Cub and a Pilatus PC-12.

The air show organization was excellent. Special thanks to Esther Blaine, Duxford Public Relations Manager, Gabriela Obluda, Marketing Administrator for their assistance and to Colin John McInnes flying the Tiger Moth from Classic Wings for the aerial photos for this article.





- Colin John McInnes flying the Tiger Moth from Classic Wings, top left.
- The Douglas AD-4N Skyraider, top center.
- The view from the Tiger Moth, left bottom.
- North American F-86A, top right.
- Consolidated PBX-5 Catalina, bottom right.

All photos ©2011 Ricardo von Puttkammer





Report and photography by Takeshi Shinoda, Japan.

The Open House was held on October 23rd in 2011 at the Komaki Air Base operated by the Japan Air Self-Defense Force. Due to the major earthquake, its magnitude at a 9.0 that happened on March 11, 2011 in the northeast part of Japan, almost all Open Houses or “Open Days” were cancelled for 2011.

Luckily, some of the bases continued their airshows toward the later half of this year. Komaki AB is located at the Nagoya Airfield, also known as Komaki Airport, sharing the runway with the domestic secondary airport serving Nagoya.

Komaki AB is the home of the 1st Tactical Airlift Wing: 401SQ operating C-130H transport/cargo aircraft and the 404SQ KC-767J tankers. Additionally, the base is used by Mitsubishi Heavy Industries (MHI) which is the premier aircraft maker in Japan. MHI makes final assembly of the F-2, and overhaul of the F-4 and F-15 fighters.

This was a limited airshow. The “Blue Impulse,” Japan's Air Self Defense Force (JASDF) aerobatic display team, was not present with their seven Kawasaki T-4 training aircraft painted in white and blue colors. The light for photography in general was not the best, although it was relatively good at the “Viewing Park” area.



The KC-767J with the Mitsubishi F-2A and two Kawasaki T-4s, top left and center. The Shin Meiwa US-1A of the JMSDF (Navy) top right. The P-3C Orion of the JMSDF bottom left. The C-130H of the JASDF.





NAMC YS-11 turbo-prop transport of the JASDF above. The U-36A (Learjet 36) of the JAMSDF, bottom left. The Mitsubishi F-2A and a Kawasaki T-4 bottom center. The Mitsubishi F-2A an enlarged version of the Lockheed Martin F-16 Fighting Falcon. All photos ©2011 Takeshi Shinoda





©2011 Joe Osciak

2011 AIR SHOW PHOTOS

From our contributors

- From Ocean City, NJ (top left and bottom)
- Teterborough, NJ (top right)
- Rocky Mountain, CO (bottom right)



©2011 Joe Osciak



©2011 Dan Adams



©2011 E. de Vries



©2011 Gus Corujo

2011 AIR SHOW PHOTOS

From our contributors

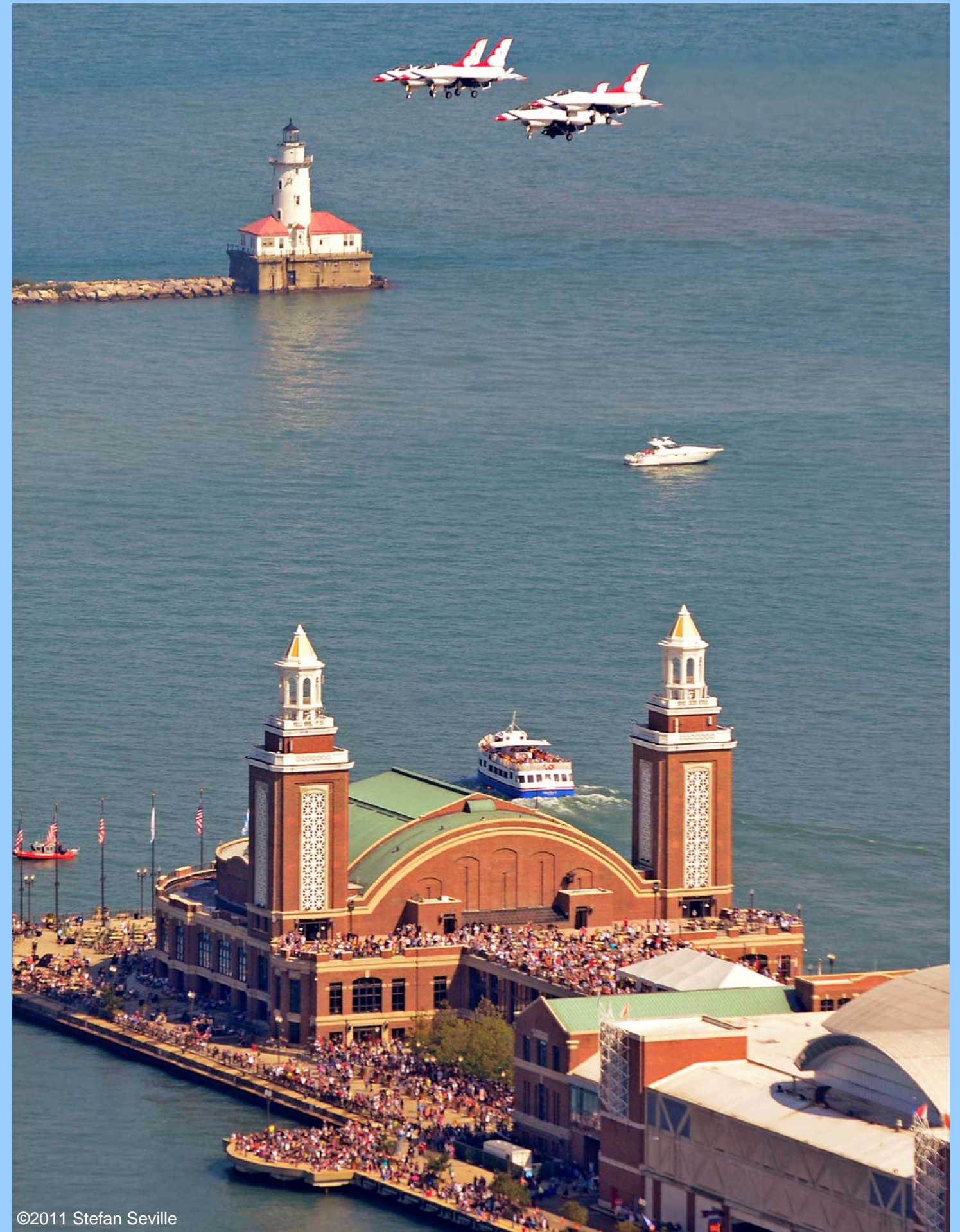
- Hawkefield Fly-In, Orono, Ontario (top left)
- Chicago Air Show (right)
- Vintage Wings, Gatineau, Quebec (middle left)
- Windsor, Ontario (bottom)



©2011 Gus Corujo



©2011 George Mock



©2011 Stefan Seville



The best of the best for 2011

In 2011 AirShowsReview attended more than 50 air shows and aviation related events world wide. Some of these air shows were simply outstanding! And some, had the potential but due to weather and for other reasons didn't quite make our list to be considered for our annual award.

However, one stood out from all the rest with an incredible list of actual participants, continuous non-stop display of aircraft and teams in the air, plenty of static aircraft of all types, very well organized, friendly staff, great food, excellent weather and set a new time attendance record too:

AIRPOWER11 – ZELTWEG, AUSTRIA

We would like to thank Vzlt. Gross in getting the spotters and media accreditation for the Airshows-Review staff members who were able to attend the airshow. And our congratulations goes out to the organizers who put together such a memorable air show. We will be back!!!

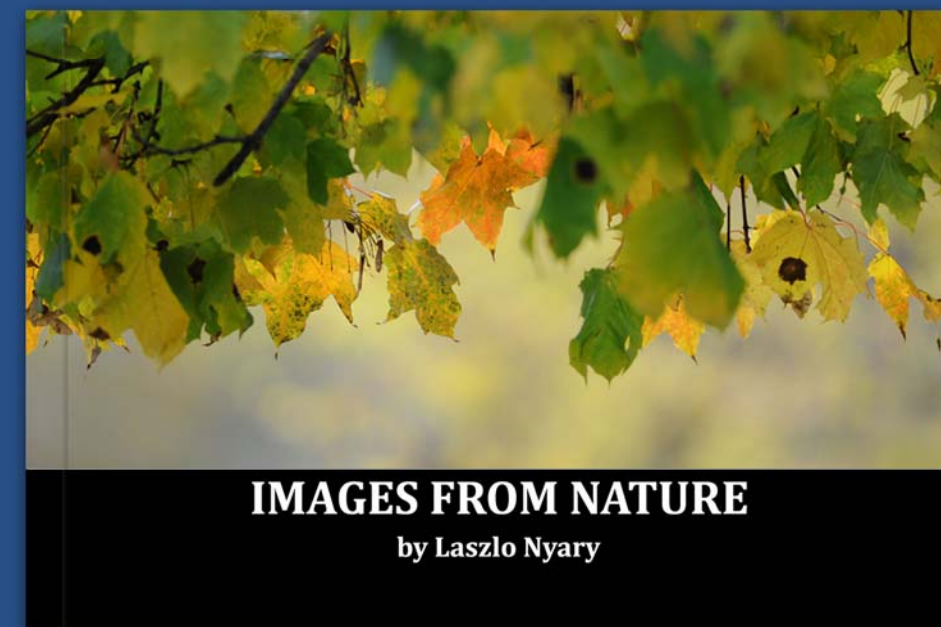
Of course when we rate air shows, we also notice the ones that were not quite up to what a good air show should be. In the past we have been criticized by organizers and air show directors for pointing out their obvious shortcomings, and we were refused media access to one in Michigan, due to our opinion based upon what we had experienced. However, we stand by our honest and factual reporting, after all our readers not only deserve it but they do value our opinions.

For 2011, the worst air show we had attended in goes to the one where the spectators were sprayed by water canons from fire trucks and with 2 meter high fences in front of the spectators, blocking their view:

The 49th Paris Air Show

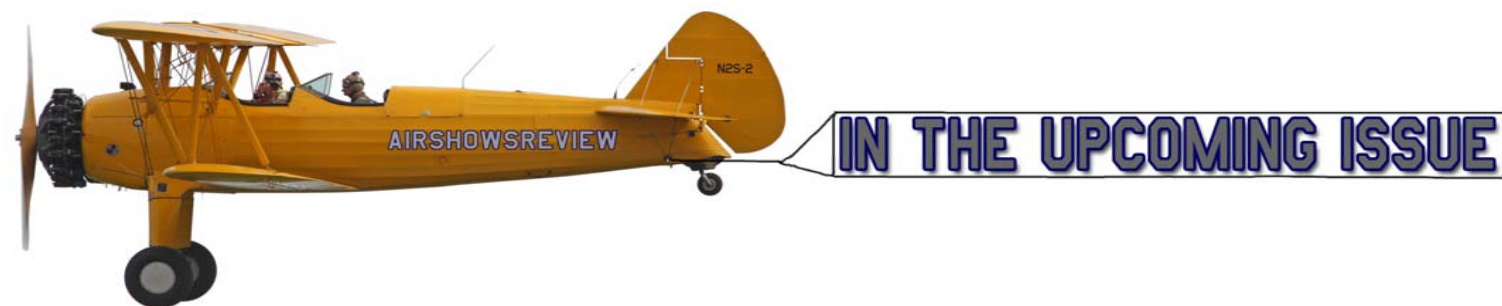
The Paris air show has been the world's leading aviation and space event for over 100 years. However, the glory days of Le Bourget are in the past! These days not much thought is given to those who go to the show not for the business end but for their love of aviation. Our rating was 5 out of 10, the lowest of the 2011 season.

The perfect Christmas or any time gift for the Aviation enthusiast!



and for Nature lover

To preview and order click on the book



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

- NAS Jacksonville
- Joint Warrior 2011/2
- Blue Angels Homecoming, Pensacola
- 2012 Aviation Nation, Las Vegas

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.



The perfect Christmas or any time gift for the Aviation enthusiast!

AIR FORCE MUSEUM MONINO

Building B

The Russian Central Museum of the Air Forces at Monino.

You do not have to be a cold war area spy to see what the Russians had up their sleeve! At Monino you will find the largest collection of Russian military and experimental as well some very unique civilian aircraft from the beginning to date.

The CD is a comprehensive listing complete with a vast array of colour images taken at Monino. Get yours today we only have a very limited supply of these English language CDs available for \$35.00

To order your CD just click here!



At the heart of the image™



REDRAW
YOUR
BOUNDARIES **D3s**

PHOTOGRAPHY BY LASZLO

AVIATION ♦ COMMERCIAL ♦ PERSONAL



WWW.PHOTOGRAPHYBYLASZLO.COM