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August ♦ September 2013
Volume 4, Issue 5

The Magazine



- ✈ Fantasy of Flight
- ✈ The Malaysian Air Show
- ✈ Frisian Flag 2013
- ✈ Chino 2013 Air Show
- ✈ The 60th Anniversary of PAF
- ✈ 2013 GLIAS - St. Thomas Air Show
- ✈ And so much more...





THE MALTA INTERNATIONAL AIRSHOW SEPTEMBER 28 & 29 2013



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The Magazine
August - September 2013 Volume 4, Issue 5

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Cover: Sean D. Tucker over the Great Lakes Air Show, St. Thomas, photo by ASR Media LLC.

Index page: Su-27 of the Russian Knights over Malaysia, photo by Toshiaki Wakana



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From the Editor: Behind the lens and to the point...

Welcome to our environmentally friendly August – September 2013 on-line issue of *The Magazine*.

The sequestered North American air show season is now wholly under way, with much drop in attendance at the shows that decided to have one regardless. Air shows that used to draw up to 200,000 on a weekend now barely can get 20,000 people in, thanks to the lack of US Military participation.

The weather is also a culprit, with more rain on the east-coast of the USA and eastern Canada, fewer people are willing to take a chance on going to the air shows in case it rains. From our European correspondents we learned that the wet weather was not just exclusive to North America, it rained there too at several major air shows.

ASR has been at several shows so far this year which have been affected dramatically by the sequestration and the weather. And speaking of drama, there have been couple of dramatic accidents resulting in the loss of performer's lives. At the Vectren Dayton Air Show, wingwalker Jane Wicker and her pilot Charlie Schwenker lost their lives while performing a low level routine in which Jane hangs upside down from a wing as the plane tilts. The pilot lost control and the biplane Aurora then slammed into the ground and exploded as spectators, including many children, screamed in horror. Thankfully, no spectators were hurt.

At the Quad City Air Show at the Davenport Municipal Airport in Davenport, Iowa, John Klatt was forced to land his MX Aircraft MXS after he experienced an engine malfunction, which sprayed oil all over the canopy forcing him to purposefully eject the canopy so he could actually see the runway and make an emergency landing. John was lucky to walk away with some lacerations and minor burns but refused to go to the hospital. We should commend John for his skill and composure to land safely in the face of a catastrophic engine failure and avoiding any injuries to the spectators. We wish John a speedy recovery and look forward to seeing him at air shows soon.

Coincidentally, only a few weeks prior to Jane Wicker's tragic accident we flew in her plane Aurora, and a few weeks prior to John Klatt's incident we flew in a photo plane along his side. Read our reports and see our outstanding photography from these and other events in this issue.



Aerotainment News
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SPOTTING AT KOMAKI AB JAPAN

PHOTOGRAPHY BY TAKESHI SHINODA

Our Far East Correspondent recently had a chance to visit several Japanese Air Bases to do a bit of spotting. Over the following pages you can see his images from Komaki and Gifu Air Bases.

The Sikorsky/Mitsubishi UH-60J/JA, below.





- Eurocopter EC145, above.
- Bell 430 Helicopter and the Hawker 400 (ex Mitsubishi Diamond MU-300) right top.
- Eurocopter AS365 Dauphin of the Tokai TV station, below.
- Eurocopter AS565 Panther, right below.





- British Aerospace U-125A equipped with the APS-134LW radar system, above.
- Kawasaki C-1, right top.
- Mitsubishi F-2, below.
- Kawasaki C-1, right below.





- Mitsubishi F-15 J Eagle, above.
- Mitsubishi F-2, below.
- F-4 Phantom II, right below.

SPOTTING AT GIFU AB





- First prototype Kawasaki XC-2 on approach to Gifu Air Base, above.
- Kawasaki C-1, below.



FANTASY OF FLIGHT

Report and photography by Dan Adams

Let's face it. If you are reading this, you are most likely an aviation enthusiast. It also stands to reason that, like me, you have various aviation-related collectibles. For instance, I know someone who has over 100 scale model aircraft (okay, it's me), dozens of historic aviation books (again, me) and scores of challenge coins from squadrons all over the United States (yes, that would be me). But Fantasy of Flight owner Kermit Weeks has taken the words 'aviation collection' to a whole different level. He owns the world's largest collection of privately owned aircraft spanning the eras from early flight, through both World Wars and beyond. Any visit to his museum is an awesome experience that will fill visitors with wonder, and yes, a tinge of jealousy.

Located in Polk City, Florida the museum is a 30-minute drive from Orlando and is located on a sprawling airport owned by Mr. Weeks. It has two grass runways along with three large hangars, restoration spaces, immersive displays and even a seaplane ramp. While Fantasy of Flight is certainly a museum, it is much more than that. While the word 'museum' connotes old aircraft in fixed displays, the vast majority of the Fantasy of Flight's collection is airworthy. The museum offers daily aerial demonstrations of the aircraft in its collection, sometimes flown by Mr. Weeks himself. More than a museum, it is a living experience.

Kermit Weeks' fascination with aviation began early in life and he built his own plane at age 17. By age 24 he had qualified for the US Aerobatics Team and won the US National Aerobatics Championship twice. Thanks to a generous family inheritance, Mr. Weeks was able to begin acquiring vintage aircraft leading to the creation of Fantasy of Flight. Mr. Weeks has said that he has grand plans for the facility and aspires to turn Fantasy of Flight into a Disney-esque aviation theme park.

The Fantasy of Flight collection is massive. The hangars are filled with pristine historically significant aircraft made all the more fascinating since they are airworthy. While the collection is too extensive to list, here are a few of the highlights:

- Antonov An-2
- Boeing B-17G Flying Fortress (on display only)
- Vought F4U Corsair
- Consolidated PBY Catalina
- Curtiss JN-4D Jenny
- Douglas C-47 Skytrain
- Ford 5AT Trimotor
- GeeBee Model Z
- Grumman FM-2 Wildcat
- North American B-25J Mitchell
- North American P-51D Mustang
- Short Sunderland Mk.5

In addition to the aircraft that are in the display hangars, there are several rare and historic aircraft in storage or undergoing restoration including a de Havilland Vampire, Grumman F7F Tigercat, F9F Panther, a MiG-15 and an F3F Flying Barrel (one of only four remaining in the world).

While the museum is surely sufficient to hold one's attention for an entire day (or more), the daily flight demonstration is an obvious highlight of any visit. On the day of my visit, Mr. Weeks himself flew his FM-2 Wildcat for the delighted crowd.

After an inspiring speech including his vision for the future of Fantasy of Flight, Mr. Weeks climbed into the Wildcat and taxied to the grass runway. Visitors were then invited to move out to the side of the runway for a closer look. The Wildcat leapt into the air and made several thrilling low passes demonstrating the classic aircraft's capabilities. Mr. Weeks was available after the flight to answer any questions and chat with the visitors.

Fantasy of Flight is an aviation Mecca and should be on any enthusiast's list of places to visit. Kudos to Mr. Weeks for bringing his love of aviation to the masses!





LIMA '13

LANGKAWI

THE LANGKAWI INTERNATIONAL
MARITIME AND AEROSPACE EXHIBITION
26 - 30 MARCH '13 • LANGKAWI, MALAYSIA

Report and photography by Yoshiaki Wakana

Every two years the Langkawi International Maritime and Aerospace Exhibition (LIMA) is held in Malaysia and is one of Asia's most prestigious aerospace, maritime, commercial and defense events. LIMA was first held in 1991, while it is hosted mostly as a trade show, there is also a two-day air show for the general public.

The weather is usually very nice at this of the year in Malaysia, ideal for such events. This year it was quite hot with high humidity. One needed lots of fluid replenishment in order to hydrate properly as it was easy to get heat exhaustion. A good sun block was helpful too, to avoid any burns. One of the major advantages of this show is the access to the aircraft, and the close access to the runway. During the show many spectators assembled under the larger aircraft, such as the

KC-10, for sunshade.

The aerial displays were very good with a total of 30 aircraft, including the world famous Russian Knights in their Su-27s. Other participants included the 1 MALAYSIA AEROBATIC TEAM in their Extra-300L, MiG-29N from the RMAF, Typhoon from the RAF, the Dassault Rafale from Armée de l'Air, USA was represented by the C-17 and the F/A-18F. There were extensive static displays that included 48 aircraft from the Royal Malaysian Air Force and the Royal Malaysian Navy, Royal Thai Air Force, Royal Australian Air Force, Republic of Singapore Air Force, and the USA Navy among them. If one was bored looking at the aircraft, one could visit a large number of warships nearby from several countries.

In conclusion, it is a very good show to attend, if you are in the area.





West meets East:

- Saab Gripen of the Royal Thai Air Force, top left.
- SU-30MK of the Malaysian Air Force top and bottom right.
- Dassault Rafale of the French Air Force, bottom left.





- F/A-18F USN, on the left.
- Extra-300L Malaysian Aerobatic Team, top right.
- MiG-29N of the Royal Malaysian Air Force, bottom right.





- Canadair CL-415 SuperScooper (now Bombardier) water bomber, top left.
- Mi-17-1V (Mi-8M NATO code name: Hip) Malaysian Fire and Rescue Department, top right.
- Ilyushin Il-76 (NATO code name: Candid) of the Russian Air Force, bottom.



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AVIATION FIGHTER DAY 2013

Report by Mauro Lins de Barros
with photography as noted



From April 18, pilots of the Brazilian Air Force (FAB) met at the Air Base of Santa Cruz (BASC), in Rio de Janeiro, for the traditional Meeting of Fighter Aviation (RAC 2013) which includes the celebrations Aviation Fighter Day (April 22), which was celebrated with a great meet attended by 11 operational squadrons of FAB.

On Monday, the 22nd, the day started with some blue skies, heavy clouds and occasional light rain. Since the weather remained so for much of the time aircraft like Mirage F-2000 , F-5EM, A-1, A-29 Super Tucano and attack helicopter AH-2 Sabre(Mil Mi-24) were able to fly.

The meet started with the traditional P-47 Thunderbolt ceremony, attended by the Minister of Defense, Celso Amorim, and the Commander of the Air Force Lieutenant Brigadier Juniti Saito. The event took place in front of a wartime P-47 mounted on a stand, with a welcome speech, a roll call to fallen Brazilian pilots in the Second World War, and the execution of the Fighter Aviation hymn and the national anthem, with fly-bys by two F-5EM (4864 and 4837) of the 1st GAVCA (1st Fighter Aviation Group).

Next, the public moved on to the west ramp, for a tribute a military parade, with passes by a mixed formation of two Mirage F-2000C (4948 and 4949) of the 1° GDA (1st Air Defence Group) and two F-5EM (4839 and 4862) of 1°/14° GAV (1st Squadron of the 14th Aviation Group). That was followed by the presentation of the Brigadeiro Nero Moura Medal to outstanding fighter pilots young and old. This year's host is the 1º GAVCA that was created 70 years ago in December.

In the huge Zeppelin hangar, an F-5EM of the 1st GAVCA and a modernized A-1M (5526) with various weapons were on display. Next to the F-5EM, there was a Mectron MAA-1 Piranha air-air missile cutaway, showing its internal configuration. A few transport planes were also seen at the base, including some C-99's, a C-105A and an H-34 helicopter.

(2)Mirage 2000Cs and F-5E Tiger II fighters above.

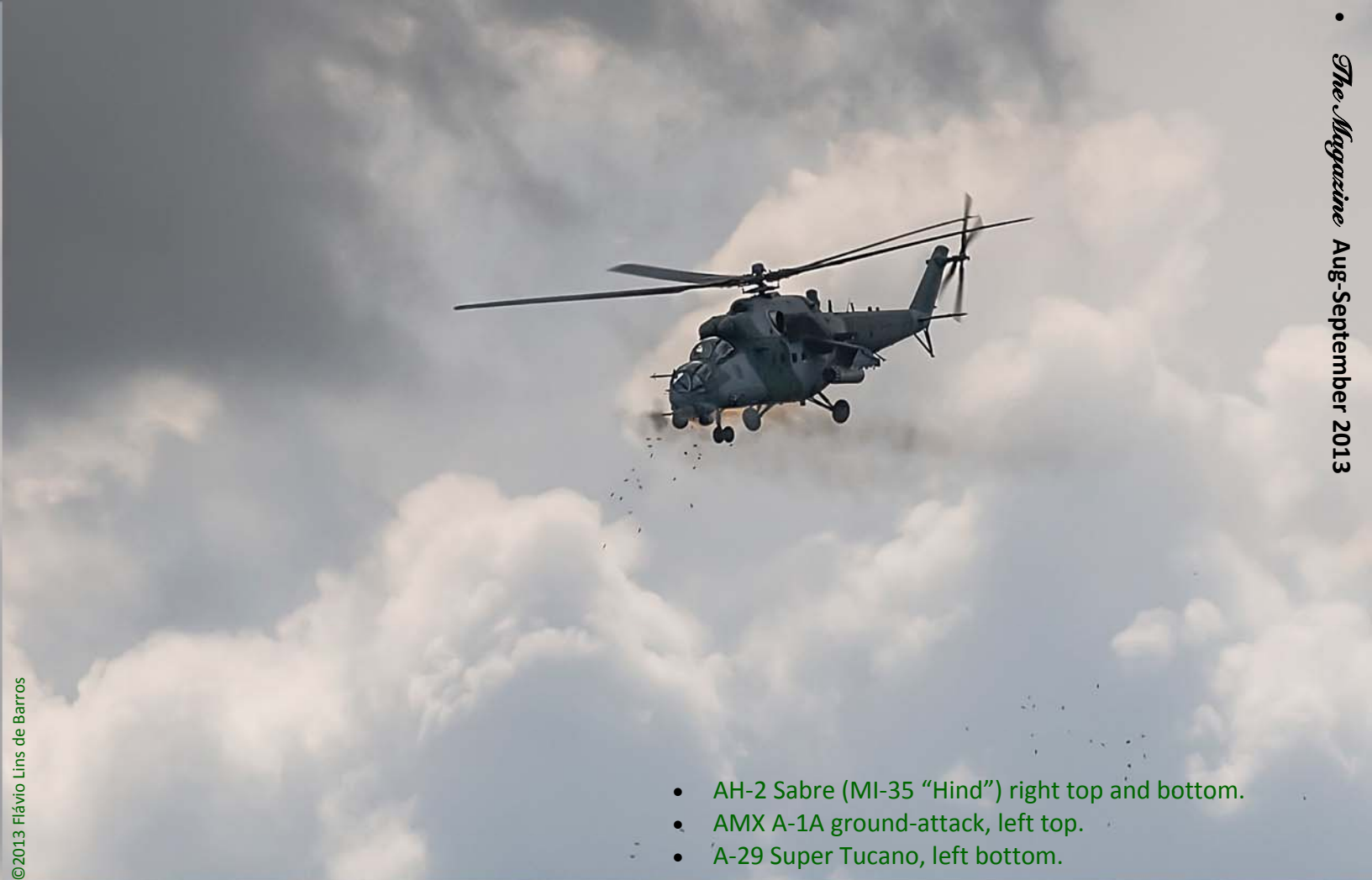
April 22, 1945 is remembered as the date when the pilots of the First Group of Fighter Aviation performed the largest number of missions in World War II. As we celebrate this date, we preserve the memory of those who represented the country 68 years ago in the skies of Italy, “the Commander of the Third Air Force(III FAE), Air Brigadier Luiz Fernando Aguiar explained. The III FAE is responsible for the Brazilian Air Force’s fighter and reconnaissance units.

Guests and media were taken to the stand to view an operational demonstration, featuring several FAB aircraft.



Opening the display, the A-29 Super Tucanos dropped their 500 lbs bombs with the usual uncanny accuracy, thanks to its advanced avionics. Next came the long-awaited presentation of AH-2 Sabre, from 2º/8º GAV II FAE (Second Air Force), with cannon fire, launching flares and rockets. The A-1 and F-5EM demonstration was cancelled due to heavy cloud cover over the targets, causing the aircraft to land carrying all of their weapons.

The day ended with a cocktail party for guests at the Officer’s Lounge. The Meeting of Fighter Aviation is also considered a time to celebrate all of the fighter air force units throughout the country. To honour this event, pilots wear the scarf of the Second Squadron of the Fifth Aviation Group (2º / 5º GAV), the Joker Squadron, which trains future fighter pilots for the Brazilian Air Force.



- AH-2 Sabre (MI-35 “Hind”) right top and bottom.
- AMX A-1A ground-attack, left top.
- A-29 Super Tucano, left bottom.





Frisian Flag 2013

Report and photography by the ASR Team: Peter Thivessen and Wolfgang Jarisch

In April 2013, Leeuwarden Air Base was once again hosting the international exercise "Frisian Flag". For two weeks, aircraft from various countries had practising their skills at air defence missions as well as air strikes against ground targets. Frisian Flag 2013 is heavily focused on international cooperation. Apart from the air-forces from the various participating nations, this was an exercise in cooperation between the various tactical air commands and tactical air control agencies. The organisation of Frisian Flag is the responsibility of the 323 Sqn TACTES (Tactical Training, Evaluation and Standardisation) at Leeuwarden Air Base.

About 55 aircraft were at the flight line of Leeuwarden Air Base, with sorties being flown twice a day with approximately 40 aircraft. Participants were Dutch F-16MLU from the two Air Bases of Leeuwarden and Volkel, Belgian F-16MLU, German EF-2000, F-16C 52 from Poland, JAS-39C Gripen from Sweden, Mirage F1CR and Mirage 2000C from France. Dutch KDC-10s and GAF A 310 MRTT were taking part as tanker aircraft and AWACS units from the NATO as flying radar platforms.

The missions flown during Frisian Flag 2013 included air defence missions, offensive missions, missions to protect other aircraft (air transport, AWACS or other aircraft that do not have self-protection equipment) and the elimination of static and dynamic targets on the ground or at sea.



F-16C, of the Polish Air AB

The name "Frisian Flag" was chosen as a reference to various other international exercises of a similar nature, which all featured the word "Flag" in their name, such as "Red Flag" (USA) and "Maple Flag" (Canada). "Red Flag" refers to the red flag that is hoisted at an exercise range whenever any service unit is active within that area. In the name "Frisian Flag" reference is made to the province of Friesland, the home of the hosting air base.

Participants included: (8) F-16 MLU, RNLAf, 322 and 323 Sqn, Leeuwarden AB, (4) F-16 MLU, RNLAf, 312 and 313 Sqn, Volkel AB, (4) Eurofighter, GAF, JaBo 31, Nörvenich AB, (4) F1CR, FAF, ER 02.033, Mont-de-Marsan AB, (4) Mirage 2000 C, FAF, EC 02.005, Orange AB, (4) F-16C, PAF, 31 BLT, Poznan AB, (6) JAS-39, SwAF, F21, Lulea AB, (6) F-16 MLU, BAF, 349 Sqn, Kleine Brogel AB, and (1) C-130, RNLAf, 336 SQn, Eindhoven AB.

Support aircraft: NATO AWACS E-3A, NAB Geilenkirchen, Skyline Learjet 135, RNoAF DA-20, 717 Sqn, Rygge AB, RNLAf KDC-10, 334 Sqn, Eindhoven AB, USAF KC-135, 100th Air refueling Sqn, RAF Mildenhall, and GAF A310 MRTT, FBS BMVg, Köln-Bonn.

The Magazine would like to thank Mrs. Marleen Nauta, Press and Information officer and all the crew from Airbase Leeuwarden for their generous cooperation, hospitality and friendliness.

A pair of F-16 MLU of the RNLAf





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- Top left and right: F-16AM from the Belgian Air Force 10th tactical wing from Kleine Brogel on the taxiway and in the air. Celebrating the 70th anniversary of 349sqn which is a part of the 10th tactical wing. The 349sqn originally formed in England 1942 and was transferred to Belgium in 1946.
- Middle right: AS-39C from the Swedish Air Force approaching the runway for landing.
- Bottom left: Royal Netherlands Air Force F-16AMs
- Bottom right: Mirage F-1CR (614/118-NR from Monte-de-Marsan)

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- Top left: German Eurofighter 30+94 approaching the runway in front of some Dutch F-16's from 323sqn.
- Bottom left: Learjet 36A from Skyline Aviation with the Belgian F-16AM.
- Right: (4) German Eurofighters coming back from a mission.

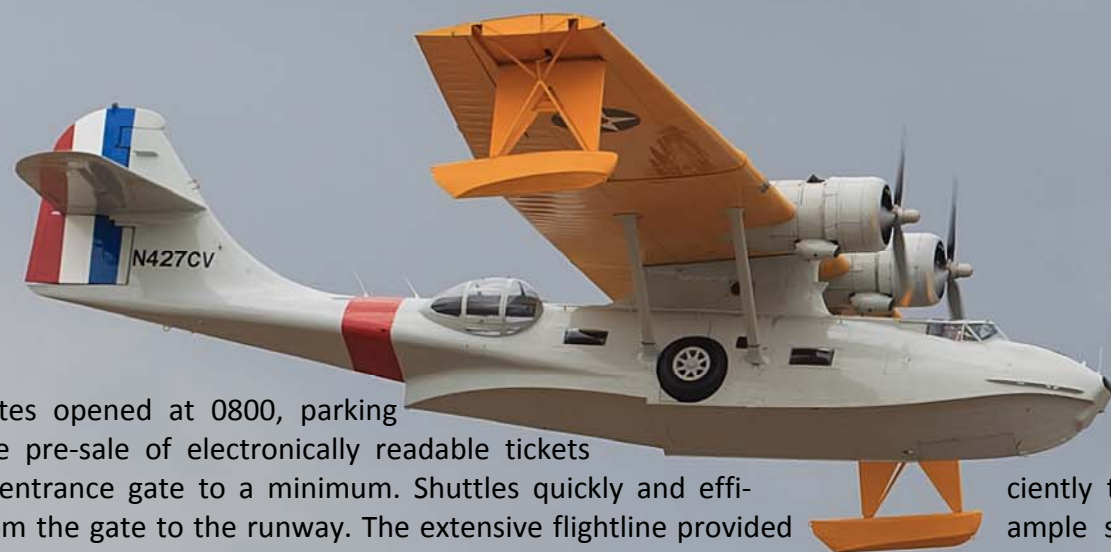


REPORT AND PHOTOGRAPHY BY NORMAN A GRAF



“Lightning Strikes Chino!” was the theme for the 2013 Planes of Fame Museum’s air show, which featured five of the seven flying P-38s in the world. Over 40 warbirds in the air with many more on static display (including several rare or unique aircraft), great aerobatic performers, and numerous veterans sharing their wartime experiences combined once again to make this one of the best air shows in North America.

The overall schedule for the air show is roughly the same from year to year, featuring WWII Pacific, WWII European and Korean air war demonstrations, civilian aerobatic displays, and a flying performance highlighting the specific year’s theme. However, the mix of individual aircraft changes constantly. The one thing which never changes is the large number and variety of aircraft and the almost constant flying, both in formations and individual flybys.



The gates opened at 0800, parking and the pre-sale of electronically readable tickets at the entrance gate to a minimum. Shuttles quickly and efficiently transported visitors from the gate to the runway. The extensive flightline provided chairs, although bleacher seating was also available. Almost all of the aircraft which were scheduled to fly were parked in front of the fence, and this area was open in the morning to allow close-up viewing. There was also a re-enactors camp set up, with ground vehicles on display. The flying began promptly at 1100 with a four-ship missing man formation composed of a P-26 Peashooter, P-51D Mustang, P-40C Warhawk and F-86 Sabre. The Silver Wings Wingwalking team, with Lee Olman at the controls of the silver Stearman and Margaret Stivers moving about the aircraft, amazed the crowd. Rob Harrison, the “Tumbling Bear”, put on a beautiful aerobatic performance in his Zlin 50 aircraft. Then it was time for the Pacific Theater Flight to begin. The skies were filled with F4U Corsairs, J2F Duck, F3F, F4F Wildcat, SBD Dauntless, F8F Bearcat, TBM Avengers and a beautifully restored and brightly colored PBY Catalina. An A6M Zeke/Zero and D3A1 Val represented the Japanese forces. The aircraft made multiple passes, both in groups and singly, before turning to land.

A short intermission provided attendees a chance to catch their breath and grab a bite to eat or something to drink at one of the food booths or beer stands. Prices were reasonable, the selection was varied and tables and chairs were provided in the food court. There were plenty of portable toilets distributed over the grounds. A dedicated kids area was also provided.

The Korean Air War flight began with an AT-6 Texan calling in an airstrike to cover an advancing infantry unit. A Skyraider and Corsair, laden with bombs and rockets, soon appeared and performed a number of low-altitude strafing and bombing runs, with top cover being provided by a Bearcat, Sea Fury, and a pair of Mustangs. A MiG-15 soon threatened them, which caused two T-33 Shooting Stars and an F-86 Sabre to be scrambled. A dogfight between the jets soon ensued, ending with the MiG trailing smoke as it exited the area.



Sean D. Tucker returned to Chino for his inaugural show of the season, putting on a display which has to be seen to be believed. He opened the “Sky Dance” with a long series of snap rolls on the downline, pulling up seemingly at the last minute and followed that with an amazing series of aerobatic routines. Even when he performs standard maneuvers, such as the Hammerhead, he bumps it up by performing a Double Hammerhead. He ended his thirteen minute show with the Triple Ribbon Cut, rolling the bright red Oracle Challenger III biplane from right knife-edge to left knife-edge to inverted flight to cut three ribbons in rapid succession. All this at over 200 mph and barely 25 feet off the ground! A welcome respite from the high energy and raw power of Sean’s demonstration was provided by the graceful flight of the only remaining N9M Flying Wing.

The European Theater Flight featured a large number of P-51D Mustangs, P-40N Warhawk, P-47G Thunderbolt, P-63 Kingcobra, Spitfire MkXIV, and a new-build FW-190. The aircraft made many passes, flying by in ever-changing order and pairings and often so low they were obscured by the parked aircraft in front of the flightline. Dennis Sanders then put on a very spirited flying demonstration in his Sea Fury, creating great smoke rings in the sky as the “heavies” took to the stage. Three B-25J Mitchells and three C-47 Skytrains represented the bombers and cargo planes of the Second World War, flying a number of circuits, including several low passes.. (The EAA’s B-17 Aluminum Overcast flew in the morning and afternoon, but was not part of the airshow.)

Then it was time for the Lightning Strike: P-38F “Glacier Girl,” P-38J “23 Skidoo,” P38L “Honey Bunny,” P-38L “Thoughts of Midnite,” and P-38L “Tangerine” took to the skies over Chino. After forming up and making a group pass over the crowd, the individual Lightnings made many high-speed, low-altitude passes, banking hard to provide the masses of photographers beautiful top-side shots. Steve Hinton ended the session with a solo demonstration of the P-38’s aerobatic capabilities in “Glacier Girl.” A Heritage Flight was flown earlier in the day by a pair of Lightnings, but, for the second year in a row, without a current USAF fighter.

Clay Lacy put on a smooth demonstration of the Learjet’s aerobatic capabilities and John Collver finished out the day’s flying with his aerobatic routine flying the AT-6 Texan “War Dog.”

The impressive lineup attracted another record crowd estimated around 35,000. The intimate venue, almost-constant flying, and wide variety of aircraft make this airshow a photographer’s dream. A 300mm lens is sufficient to capture the fighters, but a zoom lens, or second body with a shorter lens, will be necessary to catch the larger aircraft and all of the action on the taxiway and hotramp. Shooting into the sun can be an issue, but luckily the Santa Ana winds cleared out the SoCal haze this year. ASR Media would like to thank Jerry Wilkins and Harry Geier for arranging the media access and to the many pilots, sponsors, staff and volunteers who made this air show such a success.



N9M Flying Wing



- P-63 Kingcobra, top left.
- PBY Catalina and F8F Bearcat, top right.
- J2F Duck, bottom left.
- Grumman F3F, bottom right.





- FW-190, top left.
- P-47G, top right.
- EC-121 Warning Star Super Constellation, bottom.





Beth Page Jones Beach Air Show

WITH PHOTOGRAPHY AS NOTED

©2013 Ricardo von Puttkammer

The 10th Annual Bethpage Air Show took place on Memorial Day weekend, May 25 and 26. This was one of the few air shows that had not been cancelled due to sequestration, which forced the US armed forces to withdraw any participation this year at public events due to budget cuts. The effects of these draconian measures could be felt throughout the region this holiday weekend. In nearby New York City, the streets are usually filled with sailors who come to town to celebrate Fleet Week this time of the year, but because of these cuts there were no active duty ships for the public to visit.

During a weather break on early Friday morning, practice day, our photographer , Ricardo von Puttkammer went up in a Beech Bonanza to photograph John Klatt's Air National Guard MXS and Extra 300L in the air over the beach. Klatt's precision flying allowed his plane to get very close to the photo plane affording great close up images. For an in-depth review please visit our site by clicking on this link www.airshowsreview.com/2013/Jones_Beach_air_show.htm

All images ©2013 Ricardo von Puttkammer





Memorial Day Weekend at the American Airpower Museum

By Ricardo von Puttkammer and Dan Adams

The American Airpower Museum is the perfect location to spend Memorial Day Weekend, an American holiday to remember those who have sacrificed their lives for our country. This annual event hosts aircraft participating at the nearby Jones Beach Air Show. History is present everywhere here. This is the home of Republic Aviation and the mighty P-47 Thunderbolt, the Jug. Friday is practice day, Saturday and Sunday the ramp is very busy with aircraft movements for the Jones Beach Air Show. Monday is a chance to see some of the airshow aircraft departures and lots of action by the museum's own aircraft collection. This year however, Friday and Saturday the weather turned to the worse. Aircraft started arriving at Republic Airport earlier in the week. On Friday many of the aircraft were still able to go up and practice between breaks in the weather including the only active duty jets present at the show, the CF-18A and CF-18B from Canada. On Saturday it was a complete wash out. Nothing was flying and organizers canceled the air show over the beach.

This year due to sequestration (temporary budget cuts), most of the acts were civilian aerobatic performers. On Friday morning ASR Media went up with John Klatt for a photo shoot over the beach. Flying his MXS aircraft very close to the Beechcraft Bonanza photo ship afforded great images, as seen in the previous article.

Covering the air show from Republic Airport in Farmingdale, NY provides a different angle to the day's action. While the aerobatics and flybys are not visible from the airport, spectacular takeoffs and landings are only a few yards away. In addition, when they aren't prepping for their performances, the air show aircraft are generally available for an up close and personal look.

After Saturday's washout, Sunday's clearer skies were greeted with much enthusiasm and excitement. The only downside to the day's weather were high winds that gusted up to 40mph, making the conditions somewhat challenging. Despite Sunday's winds, the organizers did a great job of putting every available aircraft in the sky. Again due to sequestration the air show relied heavily on the American Airpower Museum for much of the flying. Hosting the show, as they do every year, the museum was gracious as always and holds much to see during the down time between flying action.

While the ramp this year was much emptier than year's past, it still held an impressive array of aircraft: a visiting PBY-5A Catalina from Fighter Factory, B-17G "Yankee Lady" from the Yankee Air Museum along with a P-40, P-47 (which flew only on Monday), C-47, FG-1 Corsair from the American Airpower Museum and providing this year's sole fast jet noise, the Canadian Forces CF-18 Hornet demonstration team. One of the attractions on Sunday only was Dusty Crophopper the star of the new Disney/Pixar movie "Planes," an Air Tractor AT-301, making its debut in the air show circuit. On Monday the Museum's L-39 also flew over Republic Airport. The Museum also provided some of their aircraft for static display including an F-105, F-111 and an EA-6B. The museum's Sherman and Stuart tanks also prowled the show line along with M-8 and M-20 Greyhounds.

Monday, Memorial Day, was a beautiful day, bringing a nice number of visitors to the Museum grounds. By then the Catalina and Dusty were gone, but it was a chance to see the Museum's P-47 and L-39 in the air and a very loud departure of the Canadian CF-18s from runway 19, just in front of the crowd. A nice surprise on Monday was the arrival of a Grumman TBM-5 Avenger. Also the C-47 took off several times carrying paying passengers on the D-Day Flight Experience. On the ground there was a ceremony honoring Alice Lovejoy, one of the 38 WASP (Woman Airforce Service Pilot) killed in World War II.

Viewing the show from the museum provides a unique vantage point as well as something to do during gaps in the action. There are also many spectators who choose to park along the airport fence and watch the action from the very edge of the runway. This also provides an excellent view, however keep in mind that the fence is high (and topped with barbed wire) and it will impede your ability to take pictures (unless you bring a ladder or don't mind standing on top of your car).

All in all, the 2013 show was a disappointment compared to years past, but that was no fault of the organizers. That being said, on a relative scale, this show was a triumph. With sequestration and Mother Nature against them, the organizers of the Jones Beach Air Show, performers and the American Airpower Museum all pulled together to put on a spectacular show. ASR Media would like to thank Fred Miller and Steven Biegler for their help throughout the weekend as well as Bob Stiehl and all the hard working volunteers who make this great show happen. A very special thanks to John Klatt and his team for making themselves available for a memorable air to air session on practice day.





- CF-18, top
- Disney's Planes movie "Dusty" , middle
- Grumman TBF Avenger, bottom.

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PATROUILLE
DE FRANCE



1953
2013

Salon de Provence Air Show

Report and photography by Peter Thivessen

Nearly 120,000 people gathered on the 701 Air Base Salon-de-Provence to celebrate with family, the 60 years of the Patrouille de France (PAF) on Sunday 26th May 2013. With flawless organization, airmen were able to demonstrate the extent of their knowledge.

The actual festivities had started on Saturday, a day dedicated to former PAF aerobatic team pilots and their families. Many guests, as well as major sponsors of the event were also present, along with several senior civilian and military authorities. "The Patrouille de France is a legend, and is one of our national mythology" said Defence Minister, Mr. Jean-Yves Le Drian. "For 60 years, it is a symbol of excellence and professionalism of the Air Force. This image will be perpetuated." This is a good thing, as many nations are cutting back on their demonstration teams.

Throughout the prior week dozens of aircraft were assembled on the tarmac at the air base Salon-de-Provence. In addition to the inevitable Patrouille de France, all presenters of the Air Force were present: Rafale Solo Display, Equipe de Voltige Aerobatic team (EVAA), Ramex Delta, Patrol Cartouche Doré, Paratroopers, Caracal Demo Team.

To celebrate the 60th Anniversary of the PAF, several major European demonstration team attended with their thrilling performances: Red Devils from Belgium, Red Arrows from the UK, Team Iskra from Poland, Patrulla Aguila from Spain, Patrouille Suisse from Switzerland, F-16 Solo from Belgium and Frecce Tricolori from Italy.

The weather was changing a lot from sunny to dark clouds and to rain. Due to the weather the Polish Iskras didn't fly on Saturday. The Ramex Delta Tactical Demonstration Team flew in heavy rain on Saturday! Sunday was better weather wise. On Sunday the flying program started at 10:15 AM with a parachute demonstration, followed by an aerobatic glider, EVAA solo with the Xtra-300, EC725 Carachal demo with elite Army unit, Red Devils, Red Arrows, a solo Fouga Magister, Cartouche Doré with their TB-30 Epsilon followed by a lunch break. After lunch at 14:05 the first two acts from the morning, followed by the Delta Ramex, Team Iskra, Patrulla Aguila, F 16 Solo, EVAA with two Xtra 300, Fly by of the A400M, Patrouille Suisse, Rafale Solo, Frecce Tricolori and finally to wrap up the program the Patrouille de France, it is the world's oldest and one of the most skilled demonstration teams. There were several aircraft on display from the French Air Force.

Over all it was an excellent show if we take the weather out of it. ASR Media would like to thank Capitaine Christèle Chevalier, Chief of the Media Office, BA 701, for her generous cooperation, hospitality and friendliness.



Equipe de Voltige Aerobatic team (EVAA) above



PATROUILLE
DE FRANCE



- CASA CN 235-200, top left.
- Fouga Magister, middle left.
- Delta Ramex, taking off in the rain, bottom left.
- Rafale Solo, top right.
- Caracal Demo Team, bottom right.



- Patrulla Aguila from Spain, top left.
- Patrouille Suisse from Switzerland, bottom left.
- Red Arrows from UK, top right.
- Frecce Tricolori from Italy bottom right.





- Patrol Cartouche Doré, top.
- Frecce Tricolori from Italy, bottom.



A ride in the *Aurora*

Article by the Editor with photography as noted



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IN MEMORY OF JANE WICKER

Over the years I've done many different, sometimes crazy-sounding things; and while I have flown in a Stearman* before, I had never flown in a wingwalker's aircraft. I had that opportunity at a recent air show at Waterloo, Ontario, to fly in Jane Wicker's Stearman, named "Aurora" after the Roman Goddess of the Sunrise, with a wing walker on the wing. *The Stearman (Boeing) Model 75 is a biplane used as a military trainer aircraft in WWII.

Chuck Tippet, an experienced pilot and wingwalker, was "my wingman" in this case literally. Due to circumstances beyond Jane's control she could not attend the air show, and Chuck stepped in to replace her.

Sitting in the front seat of the aircraft, ahead of the pilot Bill Gordon (lead pilot of the [Iron Eagle Aerobatic Team](#)), I let my imagination fly and thought of what it would have been like in the "barnstormer" days of yesterday, during the Golden Age of Aviation. Flying low and fast, buzzing by just a couple of feet above the heads of the eager crowds... Of course contemporary barnstorming is nothing like that anymore, due to safety regulations. The closest we get to them are the wingwalkers, who continue the barnstorming tradition in their vintage biplanes, or accurate reproduction aircraft of vintage design.

My reverie is interrupted as Aurora roars to life, producing 500 HP on takeoff. She claws for the sky soon after the throttle is advanced, making for a very short take-off roll and high climb rate. The distinctive growl is unique to the 450. A large part of the roar of Aurora comes from the propeller tips, which reach supersonic speed at full power.



My flight lasted about twenty minutes, as we made a couple of circles around the airport and nearby countryside, at an altitude of approximately 1300 ft (396 m) with an airspeed of just over 80 mph (134 kph). It was quite leisurely and although no aerobatics were performed (too bad) it was enjoyable.

Aurora is a beautiful 450 HP Stearman that was acquired from Steve Wagner, who meticulously restored the airplane from the ground up. This monster Stearman is unlike any other on the air show circuit. Aside from her one-of-a-kind paint scheme, her modifications are what set her apart from any other Stearman.

Aurora is built with all new Douglas Fir spars and Sitka Spruce wood. She has a complete inverted fuel and oil system, an extra flying wire, all new birdcages, all new sheetmetal, a stainless steel firewall, all new stainless steel cables, and all new control bearings, pulleys, cables and hardware. The wings have (4) equal-span ailerons with servo tabs on the bottom and the tail is built with a counter-balanced elevator. The crown jewel is the fuel injected Pratt & Whitney R-985 450 horsepower radial engine with customized dual-stack exhausts. Because the air show smoke has been plumbed into both exhausts it produces an impressively large and beautiful smoke trail that sometimes paints dual trails in the sky.

Aurora was completed by two of the best Stearman mechanics in the USA: Jim Carlson, (former Red Baron Head of Maintenance) and Ryan Dulas (former Red Baron Mechanic). She is not only a wonderfully built restoration, but was in the best of hands during her completion. The restoration was finished and delivered to Jane on June 25, 2010.

ASR Media LLC would like to thank Brian Rosenstein, crew Chief, for making the flight possible, Bill Gordon, pilot and Chuck Tippet, wing-walker.



- All top images ©2013 ASR Media LLC
- Mid photo by ©2013 Gus Corujo
- Bottom photo by Brian Rosenstein





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Jane Wicker and Charlie Schwenker were tragically killed while performing at the Vectren Dayton Airshow, on June 22, 2013.

Rest In Peace!

RAF Cosford Air Show

Report and photography by Paul Kolbe



In glorious weather, with a record attendance and serious traffic congestion, both in and out, the Cosford Airshow is one which is a highlight of this year's season. The show included an appearance by Vulcan XH558, flanked on both sides by the RV8tors. The Dambusters commemoration was also brought to the fore by a flypast of a trio of Hurricane, Spitfire and Lancaster Aircraft. The very modern and capable Eurofighter Typhoon was put through its paces, providing some very interesting photographs as it whipped up the airflow to form condensation all over the airframe.

The RAF Chinook returned to the Airshow circuit, and the display illustrated the agility and manoeuvrability of this 11 ton helicopter, all accompanied with the distinctive "wokka wokka" noise of the rotor blades. A secondary demo of the helicopter was used to highlight the role of the "Medical Emergency Response Team" (MERT) and an evacuation of a casualty could be completed in under 90 seconds.

The Red Arrows also displayed their distinctive red Hawks showing off their new display for 2013 including a tribute to the Lancaster. In addition the civilian aerobatic teams were in attendance including, The Blades in their Extra 300's and the UK Aerostars in their Yakolevs, this team put on a fantastic display, and the schemes on each aircraft provided a visual treat against the blue sky being highlighted by their smoke trails.



- Capt. Wales in the front seat, above.
- SEPECAT Jaguar, below.
- Red Arrows, right.



The Army Air Corps made an appearance with their Lynx AH.7, this aircraft actually does back-flips during its display, and has been seen to be believed. Sadly, the newer version of the aircraft, called the Wildcat, soon to enter service, will not be able to achieve this, as it has a higher all up weight, filled with avionics. The Army Apache also took part with a certain Capt. Wales in the front seat, otherwise known by his more regal title of Prince Harry of the British Monarchy.

The static displays included a RNLAf PC-7, an RAF King Air, and a Tucano. RAF Cosford is now home to the venerable Jaguar and these were dotted around the airfield including a live taxi run of a pair down the runway, to highlight the role they are now being used for in the training of apprentice.

One thing to be made aware of is that for photographers, there is a small area at crowd centre that gives the best views, as the organisers do park a lot of general aviation aircraft on the crowd side of the runway, which can obstruct the view of the aircraft movements depending on where you are located, so you have to get your spot early. Overall a very nice one day Airshow, providing a nice mix of vintage and modern aircraft.





- B-17G, left above.
- Eurocopter AS350 Ecureuil (Squirrel), from the Defence Helicopter Flying School, left below.
- Avro Vulcan XH558, the last remaining flying of the kind, above right.
- Eurofighter Typhoon pulling vapour, below right.

WWII WEEKEND 2013

PHOTOGRAPHY AS NOTED

Enjoy the photos from the above event. For our review please visit our site by clicking here on this link: http://www.airshowsreview.com/2013_WW2_weekend.htm



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Theresa R Eaman and Larry Rutt announcer

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©2013 Joe Osciak



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Robert Yanacsek

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WWII WEEKEND 2013



- Spitfire Mark 18, right top.
- The Manhattan Dolls, (l to r): Annemarie, Emily and Erica, middle.
- Robert Yanacsek with Theresa R Eaman, left bottom.
- B-17G, right top.
- German officer in a Mercedes, right bottom.



100 Years Dutch Military Aviation

The 2013 RNLAF Open Days on Friday, 14 and Saturday, 15 June 2013 at Volkel Air Base, report and photography by Peter Thivessen



The air show in Volkel was the highlight of the RNLAF Open Days in 2013. This year was the 100th Anniversary of Military Aviation in the Netherlands. Over 250,000 people celebrated the two day long festivities. This was the largest aviation event in the Netherlands and the public was able to enjoy air demos from home and abroad.

The gates opened at 8 AM, the air show started at 9 AM, and continued non-stop until 5 PM. The show was very well organized and despite traffic jams on the roads to the base, both days went off without problems. The weather changed often from sunny to dark clouds and to rain. Saturday was much better than on Sunday for the public, although on Sunday the downpour at lunchtime did not deter the public. Once the weather brightened in the afternoon, more visitors continued to arrive.

Both the solo performances and the group formation demonstrations were spectacular. The teams included the SU-22 Fitter from Poland, Ramex Delta and the Patrouille de France from France, Frecce Tricolori from Italy, Red Arrows from the UK, Patrouille Suisse from Switzerland, and the Pilatus PC-7 Team from Austria. The solo performances were outstanding several of them included flares such as from the C-130J of the Danish Air Force, and the RNLAF Demo Apache Helicopter among them, what a sight! One of the many highlights was the Launch Airpower Demo with all types of aircraft from the Royal Netherlands Air Force. And then a moment that nobody will forget: the Dutch airline KLM had invited 130 Children with cancer to a special flight. The Boeing 737 was escorted by (10) F-16 from the RNLAF. Wow, what a sight, once in a lifetime opportunity to see so many fighters escorting an airliner!

The rarely seen restored Swedish Saab Viggen, and let us not forget the F-16 Solo Turk, solos of the Belgium F-16 and the F-16 from the RNLAF flown by Capt. Stefan "Stitch" Hutten.

What a feast for any aviation enthusiast; two fantastic days! What an excellent way to celebrate the Centenary of Dutch Military Aviation!

ASR Media would like to thank Major J.H.F. van der Eijk, Chief, Press and Public Information Office at Airbase Volkel, and their personnel for their generous cooperation.



RNLAF F-16 Demo Team's aircraft with the beautiful paint scheme.



Saab 37 Viggen above.



RNLAf F-16 and the Apache Demo Team, above.



RNLAf Apache above, Delta Ramex #1 below.



Flares deployed by the Danish Air Force's C-130J were spectacular!





- The loud SU-22 Fitters from Poland, left top.
- Ramex Delta Mirage 2000N's from France, top right.
- Patrouille Suisse from Switzerland, left bottom.
- Frecce Tricolori from Italy, right bottom.



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GREAT LAKES INTERNATIONAL
AIRSHOW
Article and photography by the Editor

2013

The much anticipated 2013 Great Lakes International Air Show was an excellent show when we consider all the factors that can and usually do effect air shows. Number one is of course the weather, then comes display performers, static aircraft on display, and the volunteers and the Directors or the people in charge of the event. In fact it was the best show when compared to recent shows in southern Ontario.

The weather was far from the greatest on Media day and the Hour of Power was a bit delayed, in fact it rained on and off all day. The Hour of Power started by welcoming speeches from dignitaries and the presentation of colours by Veterans and Air Cadets. The flying started with Sean D. Tucker and his Oracle Challenger III, with an incredible teaser performance for the weekend. Sean Tucker is a flying icon at air shows, a world class aerobatic pilot, and a perfect gentlemen. The B-17 performed as well however, the CF-18 could not; it was rumoured there were some technical issues. Since there was only one CF-18 without the usual second CF-18B as backup in case of issues, everybody hoped that for whatever reason it did not fly would be resolved for Saturday's and Sunday's show. It was.

The cuts imposed on the Department of Defense by the Congressional budget sequestration have done what enemy forces only wish they could do: ground U.S. air power. The Defense Department has cancelled military aircraft participation at air shows and other public events across the globe that included even the Paris Air Show. It was a real challenge for the organizers for 2013 to line up top performers and static aircraft. While the performers were impressive that included the Canadian iconic Snowbirds, CF-18, Sean D. Tucker (see more about him on page 92), Harvard Aircraft Formation Team, CAF Red Tail Mustang P-51C, CAF B-17G Sentimental Journey, WWI replica aircraft from Great War Flying Museum, the static was a bit short when compared to the previous years at St. Thomas, as there were several no shows due to the weather.

So why was it best if it was smaller than before and when compared to recent and larger air shows in Hamilton or Waterloo?

The volunteer staff and the organizers were a lot friendlier with the "what can we do for you attitude" without any snarky comments, thus hospitality goes a long ways. But apart from the friendly smiling faces, the performers besides the Snowbirds and the CF-18, performed instead of just going up making one loop and land. The RCAF had the CT-142 "Gonzo", the CT-145-Kingair, and the CT-156 Harvard II as static and the Canadian Forces Static Display Representative of the Units within 31 CBG including St. Thomas's own 31 Combat Engineer Regiment.

Other static displays included the Dornier Do 27-H2 the world's only flying example of this superb design, two Bucker BU 131 Jungmann and several other single engine aircraft. There were the typical food vendors with reasonable prices, and plenty of well dispersed portable sanitation facilities.

As mentioned the weather hampered the attendance a bit on Saturday, but cleared up nicely by the start of the display performances, and it was very sunny and humid. Sunday's weather was better with cooler temperatures. As for the actual displays Sean D. Tucker dazzled the crows with his one-of-the-kind performance, what he does in the air with his special Oracle Challenger III is unbelievable! The Heritage Flight with the Harvard and the Red Tail P-51C Mustang, piloted by Greg Burnard and Bill "Shep" Shepard respectively, that was a real crowd pleaser along with the B-17G from Arizona. There was a Hercules SAR demonstration over the wheat field, and several other displays. For a change, it was not the Snowbirds that ended the show, instead it was the CF-18 Demo. Over all it was an excellent show!

ASR Media LLC., would like to thank
tor, and his wonderful or-
to Oracle Team, Bill

all the people involved: Hugh Shields, Show Direc-
ganizers and all the volunteers, special thanks goes out
"Shep" Sheppard of the CAF Red Tail Squadron, Greg Burnard
of the Canadian Harvard Aircraft Association for their support and
lets not forget Allen Weatherall, Media Director.







GREAT LAKES INTERNATIONAL
AIRSHOW
2013

- Snowbirds, left top.
- Heritage Flight, top right.
- Veterans and Cadets, left bottom.
- BAC Strikemaster, right bottom.





GREAT LAKES INTERNATIONAL AIRSHOW

2013



- The CC-130H during the SAR demo, left top.
- One of the two SAR jumpers about to land, top right.
- Mercedes 4X drive pimped out for the Army, left bottom.
- View of the hangar at 7:15 am, Sunday holding the WWI replica aircraft as well as the Dornier Do 27-H2 the world's only flying example of this superb design, and a Bucker BU 131 Jungmann, right bottom.

Flying along with Sean D. Tucker

Report and photography by the Editor



On Friday morning around 10:30 am, June 28th, I had the pleasure of going up in a Piper Seneca, support plane for a photo-shoot, at the Great Lakes International Air Show, St. Thomas Airport, Ontario, Canada. The twin engine Seneca, that has counter rotating propellers, had the left door removed to facilitate the photo-shoot. I shared my ride with a local TV station cameramen, and luckily for me, I was the only photographer offered the ride. Thus, I did not have to juggle with others to get a good view point from the Seneca when Tucker pulled up besides our aircraft.

Our flight lasted about 20 minutes above the surrounding grounds of the St. Thomas Airport. During our flight Sean was flying as close as 5 feet from the Seneca: flying upright and inverted, and making very quick snap-rolls with and without smoke. I was able to capture several exceptional quality images with my Nikon D800 36MP camera with the 24-120mm f4 VR lens, although the D800 is not exactly an action oriented camera due to slow frame rates and limited buffer. Sean also rolled off to his left and performed some of his routines from a distance for the TV cameramen. Upon landing Sean graciously posed for images besides his special built aircraft.

Later in the afternoon, I was also invited for a practice performance of the triple ribbon cut. Sean is the world's only pilot to perform a triple ribbon cut. He flies through the ribbons at 220 mph in right knife-edge for the first ribbon, then left knife-edge and finally inverted. The ribbons are only 25 feet off of the ground and 750 feet between each set.

To fly beside Sean is a real privilege and pleasure at the same time. For those who are not familiar with Sean D. Tucker, he was born in 1952, is an American aerobatic pilot and is considered to be one of the best in the world. He has been flying air shows worldwide since the mid-70's and has won numerous aerobatic competitions. In that time, Sean has flown more than 1100 performances at more than 450 air shows, in front of more than 100 million fans.

In 1997, Tucker started the Sean D. Tucker School of Aerobatic Flight, with the stated aim of setting and spreading the standard for aviation safety in aerobatics and aviation at large. In 2004, through a partnership with the Tutima Watch Company, the school became the Tutima Academy of Aviation and Safety. The Academy, located in King City, California, offers a variety of courses including stall/spin recognition and recovery training, aerobatic proficiency training, a low-level aerobatic mentorship program, and formation aerobatic flight training.

To be an aerobatic pilot one must be in excellent physical and mental state. In order to fly the high G manoeuvres, both positive and negative while retaining situational awareness, Sean has to be in an excellent shape both mentally and physically. To stay fit Sean maintains a rigorous physical daily training schedule. His workout includes weight lifting and cardio, over 340 days per year and he practices his air show routine three times every day.

Sean's accomplishments and honours are a mile long and they include: being an Honorary member of the Thunderbirds, Blue Angels, Canadian Snowbirds, Brazilian Smoke Squadron, and Golden Knights, one of the Living Legends in Aviation, National Aviation Hall of Fame inductee, recipient of the Crystal Eagle Award, the General Charles E. Yeager International Aeronautical Achievement Award, in 2000 World Airshow Federation Champion, 1998–2001 Undefeated Champion of the Championship Airshow Pilots Association Challenge, in 1988 U.S. National Advanced Aerobatic Champion just to name some.

Sean's Oracle Challenger III is a specially built one-of-a-kind aircraft. It is recognized as the premier aerobatic bi-plane in the world. The Oracle Challenger III was custom built by borrowing elements from five different aircraft in order to provide Sean with the necessary capabilities to perform his awe-inspiring "Sky Dance" performances at air shows across the world. The Oracle Challenger III is powered by a 400+ horsepower custom built Lycoming AEIO-540-D4B5 engine with a composite Hartzell three-bladed propeller. The aircraft only weighs 1,129 pounds and has a top speed of 300 mph. The aircraft has a revolutionary set of wings that use 8 ailerons instead of 4.

To watch Sean perform at an air show is very the Laws of Gravity. Sean will fly the aircraft backwards, straight-down, tail-first at more than 100 mph.

his incredible "Sky Dance" dramatic as he defies

Over half of Sean's manoeuvres are original and have never been duplicated by another aerobatic pilot. He will experience up to 9 positive and as much as 3 negative G's, all without any special flight suit.

ASR Media LLC., would like to thank Sean D. Tucker, the support Seneca pilot Brian Norris, Nicholas Thomas co-pilot, and his Team Oracle for the flight and the photo opportunity.





Aircraft movements in Malta (January - June 2013)

Article and photography by Ray B Pace

The first six months of 2013 proved to be yet again very interesting in terms of aircraft movements in Malta. We had a good mixture of aircraft – civil, business jets, cargo and military. Unfortunately it was not possible for me to capture them all but in this article I will highlight the most important movements I managed to observe.

This year saw five new airlines starting operations to Malta namely Air Baltic from Riga (Latvia), Transavia.com from Orly (France) and Amsterdam (Holland), Wizz Air from Budapest (Hungary), Turkish Airlines from Istanbul (Turkey), and Monarch from East Midlands (England). Other airlines operated on a short term basis. These included Niki, Air Europa, Finnair, Atlasjet, Adria, Sun Adria and Vim Airlines amongst others whilst some aircraft unfortunately made a medical stop or just a fuel stop.

Sunday seems to be a very busy day for our airport throughout the summer period mainly due to 9 charter flights from Germany operated by Air Berlin (5), TUI Fly (2) and Condor (2) to ferry passengers to/from Malta – these flights are in connection with a sea passenger cruise starting and finishing in Malta on-board the **Mein Schiff 2**. TUI Fly and Condor are operating with aircraft sporting special colours which add to the local spotters collection.

A good amount of aircraft flew in for maintenance at Lufthansa Technik Malta and SRT Technics Malta facilities. The bulk of these were Lufthansa and Easyjet aircraft since these are owned by them but airlines such as Brussels Airlines, Air Afrique, and Vueling also sent their aircraft for maintenance in the Malta plants. The Air Bishkek A320-212 with registration EX-32001 was one of the aircraft which caught the spotters interest as, besides its colourful livery, it transpired that this aircraft from Kyrgyzstan, obtained a waiver to fly into European Airspace since it was not carrying any passengers and was coming to Malta for maintenance.

The military movements were also greeted with enthusiasm, sometimes in extreme inclement weather as was the case of the arrival of two Saudi Air Force Typhoons registrations ZK089 and ZK090 from Warton base in the UK on the 25th April, which were on one of the many delivery flights planned to stop at the Malta International Airport this year. Their arrival was in torrential rain and winds gusting 45 knots – we had a difficulty to even stand let alone take photos. Another Saudi Air Force Typhoons arrival was on the

27th June when ZK085 and ZK086 landed in excellent Maltese summer weather after performing some touch and go's and low flypasts.

Other military aircraft movements included the Royal Air Force BAF C130 registration ZH875 on the 23rd February, the Polish Air Force Casa 295 registration 018 on the 14th April, the Belgian Air Force C130 registration CH-04 on the 25th April, the Belgian Air Force C130 registration CH-13 on the 24th May, the French Navy Dassault Falcon 50 registration 132 on the 15th June, the US Navy P-3C Orion registration 157319 on the 15th June, the US Navy P-3C Orion registration 161767 and the Royal Netherlands Air Force C130 registration G-273 with special 100 years logo on its tail.



Saudi Air Force Typhoons



Royal Netherlands Air Force C130

Wizz Air from Budapest (Hungary), Airbus A320-232(WL)



Air Baltic from Riga (Latvia), Boeing 737-53S



Luxair from Luxemburg, Boeing 737-700



Egyptair Express from Egypt, Embraer ERJ-170-100LR



Cargo movements were also numerous mainly with Russian and Ukrainian aircraft, although in June we also had night cargo arrivals by Qatar and Emirates with B777 aircraft. Other cargo movements included Cavok AN12B registration UR-CJN, Volga Dnepr IL76 registration RA-76503, Volga Dnepr A124 registration RA-82043, Shovkoviyy AN12B registration UR-CAF, Polet AN124-100 registration RA-82068, Volga Dnepr IL76 registration RA-76951, Cavok AN74TK-100 registration UR-CKC and Cavok AN12BK registration UR-CKL.

Business jets and other private aircraft made their way to Malta too – a great selection to spot from the Privajet B737-7BC registration 9H-BBJ which came on the 23rd February to the Action Air Cessna 206 registration F-BRAI which came on the 28th June. Other interesting aircraft were the NetJets Raytheon Hawker 750 registration CS-DUH, National Air Services A318-112CJ registration VP-CKS, Citco BVI Ltd Embraer EMB-135BJ registration M-KPCO, Salem Aviation Cessna 750 Citation X registration N373AB, Private Gulfstream Aerospace G4 registration N385PD and the Execujet Aviation Bombardier CL600-2B16 Challenger 605 registration HB-JRE.

A notable and much awaited arrival was the Airmalta A320-214 registration 9H-AEO on the 18th April in new Corporate livery and branding the Valletta 2018 European Capital of Culture logos. Other interesting aircraft were the Russian Kamov 27-Helix helicopter registration 28 Yellow on board frigate RFS Yugoslav Mudry 727, the Polish Government LOT Embraer ERJ170-200LR registration SP-LIG which arrived on the 14th April, Khors A320-212 reg UR-CKR in an all white fuselage on the 16th May and the Air Nostrum CRJ-900ER registration EC-JZV on the 22nd June. Sadly we also witnessed the departure on lease of the Airmalta A319-111 registration 9H-AEJ on the 1st May.

Although spotters continue to await more interesting arrivals in the coming months, attention now turns to the forthcoming Malta International Air Show which is being held on Saturday 28th and Sunday 29th September. Until writing this article, the following have confirmed their participation: The Red Arrows (F)* – returning after failing to do so last year due to oxygen problems which developed in some aircraft whilst on their way to Malta, Typhoon x 1 (S), Tornado GR.4 x 2 (S), Hawk T.1 x 1 (S), Tucano x 1 (S), King Air B.200 x 1 (S), Tucano Display Team 2013 from the 72R Squadron (F), Italian Air Force (MIATM) 2 x AB-212 (F/S) – SAR Display, German Navy P-3C (S), German Navy Dornier 228MR Maritime Pollution Control x 1 (S) and the Polish Navy M28 Bryza x 1 (S). Other participants will be various light aircraft and microlights from the local aviation industry and flying schools. More information can be obtained from the air show website <http://maltairshow.com/>

*(F)-flying (S)-static display



Cavok Airline from Ukrainian AN-74TK-100



Shovkoviyy Shlyah Airlines from Ukrain, Antonov AN-12B



Air Malta Airbus A320-214



Norwegian Airlines Boeing 737-8Q8(WL)



TUIfly from Germany, Boeing 737-8KS



Small Planet Airlines from Poland, Airbus A320-232



Condor Airlines from Germany, Boeing 757-330

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