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The Magazine



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- ✈ 2010 Hungarian International Air Show - Kecskemét
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- ✈ GÖTEBORG AERO SHOW 2010 Sweden
- ✈ Atlantic City Air Show, plus more RIAT photos...

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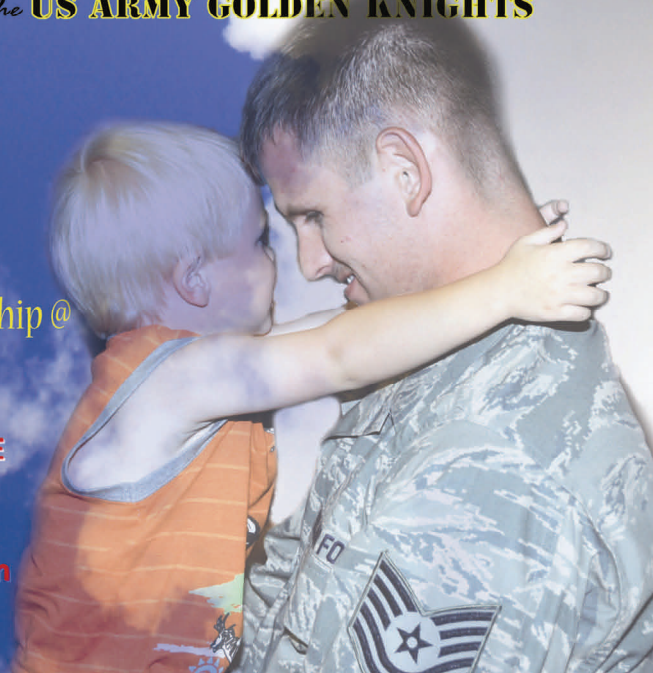


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Behind the Lens & to the point

By Laszlo

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

Over the past several months were very busy, not in just attending air shows here in North America, but also in Europe, and we added additional contributing photographer/reviewers. We will be able to add more stunning photography and interesting articles in our forthcoming issues.

Due to some unfortunate accidents this summer with aircraft, both military and civilian, some of the event venues were changed or cancelled. The performance of the Canadian Forces CF-18 Demonstration Team which is loved by thousands of attendees in Canada and in the USA, had to be cancelled, for the remainder of the year. Due to the fact, that on July 23 during a practice session for the Alberta International Air Show in Lethbridge, Alberta, the 2010 Demo Hornet jet crashed and was destroyed. Luckily the pilot, Captain Brian Bews, from 425 Tactical Fighter Squadron based at 3 Wing Bagotville, Que., successfully ejected from the aircraft, although he sustained some injuries during the ejection from which he is expected to recover. We wish the pilot speedy recovery!

We also received some interesting feedback from several air show directors, and from one, a bribe of sort. In lieu of media tickets, we were offered a refund for tickets and parking for this year and media pass for 2011, if our review was to this director's liking, since he objected to our 2008 review of his event in Michigan!

We could easily embarrass Mr. K.W. by publishing his email here, but we decided not to. Seriously what do some directors are thinking? First of all, our reviews cannot be bought or influenced! We write our reviews based upon what we see and experience (over 20 factors) including the over all experience, hospitality and helpfulness of staff/volunteers and value for the money spent going to a particular air show. The air show in 2008 had issues that required attention, and Mr. K. W., even admitted that our review pointed these out. Looking at his 2010 line up, yes, it would have been interesting to review and to see any improvements but not under the conditions it was offered. To get a more positively glowing review, it is up to the people behind the air show to **show us** that their event not only improved but it truly deserves a high rating and recommendation. Not all air shows are great or have the best value for the money spent, just because of a top rate performer line up alone. Even free air shows at military bases can suffer from issues that will have an impact on our review. Some air show are better and some are worse than others and that just truly comes down how they are organized and treat their attendees, media folks included.

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Inside the cockpit

By Coop

As we near the end of the Air Show season here in Ontario, I can't help but think of the wonderful summer that we experienced this year. Flying this year has been spectacular, with so many sunny, albeit hot days.

Although the heat plays havoc inside the non air conditioned cockpit of a MiG-15, I still loved it. It makes me realize how difficult it would have been for those who had to endure those conditions on a daily basis. Pressed into service in challenging conditions, a stressful environment coupled with oppressive heat, it makes you appreciate how lucky you really are.

Speaking of lucky, we just came back from performing in the Windsor show and it was great, despite the weather on Saturday. Challenging would be a small understatement as to the conditions that we experienced near the end of the show. As I sat in the cockpit getting ready to go, Jeff held an umbrella over my head to try to keep some of the rain off me and out of the cockpit. What a lovely picture that made! As I took off, a few photographers were able to get some great photos of the water spraying off the wheels as I roared down the runway. After being able to complete only three passes, I elected to land, as the conditions had worsened to the point that it would have been unsafe to continue.

Sunday was totally different and the show went off perfectly. It was a great line up and the crowds were evidence of the huge support for the show. We meet a lot of people who were happy to see both the L-29 and the MiG and we enjoyed spending time answering questions about both of the aircraft.

We were also able to work with some of the ground support people from Trenton and they were fantastic!! No problem too big or task too small, they are the best. What a wonderful experience it was working with them. I wish they were at every show, it made life ten times easier.

That is our last scheduled show for this year. Thank you to everyone who came out to see us, and look forward to seeing you again soon.

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The Farnborough International Air Show is held every 2 years in Hampshire, England. This year's event took place between July 19 and 25. The first five days are reserved for members of the industry and the weekend is open to the public. During this year's show totaled \$47 billion in orders. There were 1450 exhibiting companies. There were 77 delegations from 44 countries. 120,000 visitors the trade days and about 160,000 visitors the public days on the weekend.

Since the weather in the UK this time of the year is very unpredictable, it was a nice surprise to spend 4 days in Farnborough without rain! The stars of the show were the Boeing 787, which went back to Seattle to continue its certification work on Tuesday, and the Airbus A400M which did not fly on the public days. The ideal is to attend all 7 days of the show if one can get a pass to come in during the trade only days because there are aircraft that are present and or will display during the trade days but not in the public days and vice versa.

As expected many more people attend the public days than the trade days, which caused bottlenecks at the exits at the end of the show. Public transportation to and from the show is straight forward. They offer several buses to the train station in town and to central London. If one is driving it is better to park at the Queens Parade parking lot and take a free bus from there. The buses were fast and efficient. Except on Saturday, the first public day where there were no dedicated bus lanes and the buses got stuck with regular car traffic going to the show. On Sunday the organizers had resolved the problem by rerouting the buses and the trip from the train station to the show grounds was much faster. Going through security is fast and efficient with airport style scanners for large bags, avoiding the need to have these bags being hand searched, which speeds time.

There are plenty of food vendors and bathroom facilities throughout the grounds. On the weekend children attend the show for free and many amusement type rides are available to keep them busy during the day.

During the trade days the following aircraft were on flying display and not in the public days: Airbus A400M, F-22 Raptor, Boeing 787, Grob Tudor, Sukhoi Superjet 100, Antonov An-158, Sentinel R1, and the Typhoon FGR4.



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At the opening of the air show the 787 flew by with a Spitfire escort to celebrate the 70th Anniversary Battle of Britain, above, while the Airbus A380 seen flying, below.

Aircraft that flew on both trade and public days were: Airbus A380, Aermacchi M346, C-27J Spartan, F/A-18F Super Hornet, C-130J Hercules, F-16C Fighting Falcon, King Air B200, Typhoon T1, Red Arrows Hawk T1, Avro Vulcan, and B-52H (flyby).



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The B-52H fly-by above, the Anatonov AN-158 below, the Italian .Aermacchi M346 top right, and the Royal Navy's Hawker Sea Hawk FGA.6, bottom right.



The following aircraft were on the public days flying display: HA-1112 Buchon (Spanish Me-109), Spitfire, Chipmunk, Sioux, Alouette, Scout, PBY Catalina, Extra 330SC, Hurricane MK1, Chinook HC2, Lancaster, Seafire, Sea Hawk

The Vulcan for the Sky Trust raised enough funds to complete the 2010 air show season. It is always impressive to see it in the static line and on flying display. This year XH558 turned 50. Unfortunately there were some mechanical problems on Sunday and it could not fly. On the ground the highlight were the (2) JF-17 Thunder from Pakistan making its debut appearance at the show. Also Airbus brought its newest freighter the A330F with its redesigned nose that accommodates the landing gear and keeps the plane level when loading and unloading.

All in all this is a great show worth going.





2010 HUNGARIAN INTERNATIONAL AIR SHOW & MILITARY DISPLAY

Co-written by Laszlo Nyary and Ricardo von Puttkammer with photography as noted.

It may surprise some of our readers in North America, but there are actually air shows in Hungary, besides the internationally known Red Bull Air Race World Championship. One of its stages has been held in Budapest since 2004 attracting enormous crowds of more than 600,000 spectators watching the racing from the banks of the Danube River. However, this year's race, which would have been the seventh annual race in Budapest, was cancelled along with Portugal's race as the Red Bull Championship came to a much earlier conclusion in 2010 than usual.

The 10th Hungarian International Air Show & Military Display, usually a bi-annual event, was held on August 7th and 8th, in Kecskemét, about 1 hours drive south east of Budapest on M5. Since its inception the air show at Kecskemét became one of the five largest European air shows, and one of the most exciting and visited air shows in Central Europe.

This year the event is not only celebrating its 10th year of the show, but also commemorates the 100 years of Hungarian military aviation and 100 years of Hungarian powered aviation. As an added prestige, the Italian Air Force's world-famous Frecce Tricolori aerobatic display team celebrating their 50th anniversary, decided to do it in Kecskemét. International is the key word at this event over 20 countries attended including the USAF with their C-130 Hercules, and F-15 Eagle, Ukraine with their SU-27 Flanker, Romanian Mig-21 Lancers, the ones which failed to show up at RIAT in Fairford, Poland's Iskra Team, the Belgian F-16AM, the Dutch F-16AM, the Spanish F-18C Hornet, the Turkish Stars with their NF-5A Freedom Fighters, the Patrouille Suisse from Switzerland with their F-5E Tiger II fighter/bombers (below), aircraft from the former Yugoslavia, now Serbia, and Croatia, and even aircraft from Israel.

No wonder it is one of the largest air show events in Europe, it would certainly put many North American venues to shame, and that is exactly why we went to cover it for you!



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Historically, the Hungarian military began flying during the Austro-Hungarian Monarchy. Under the terms of the Treaty of Trianon, the Monarchy was terminated, Hungary was forbidden a military air service. A small "training" branch was established operating surviving aircraft from training schools. Between the two world wars, however, the Hungarian government secretly worked to establish, develop, and modernize an air force. The Hungarian Air Force "Magyar Légierő" is the air force branch of the Hungarian Army, was established as an independent arm on 1 January 1939.

Due mostly to financial reasons in combination with lacking both the industrial infrastructure and raw materials required, Hungary did not attempt to produce its own combat aircraft. It was more economical to purchase aircraft from abroad, mostly from Italy. However, in the late 1930's Hungary began production of an excellent short-range biplane reconnaissance aircraft, the Weiss Manfred 32 Solyom (Hawk). In April 1941 when the Hungarian Air Force entered WWII, only 189 out of 302 aircraft listed on paper were operational and most were obsolete. In June 1941 the operational aircraft were deployed on the Eastern front, and by early 1943 about half of its aircraft were destroyed in action, and remaining ones were merged into German squadrons. In 1943, Hungary made an agreement with Germany and began production of the Messerschmitt Bf-109 and the Me-210 under license. As per the terms, 40 percent of aircraft produced was to remain in Hungary, but a substantially smaller percentage was allocated to the Hungarian Air Force. While the air force was modernized, at the beginning of 1944 air raids by the Allied powers decimated the Hungarian Air Force. Most of the remaining aircraft were then removed to Austria. Due to fuel and ammunition shortages no Hungarian aircraft participated in the last weeks of the war. Those that remained were either destroyed by their crews or handed over to Allied forces. During the WWII, Hungary produced 1,182 aircraft and 1,482 aircraft engines. Among the aircraft were 488 Bf-109s and 279 Me-210s. Of these, Hungary received only 158.

After WWII, following the communist takeover, Russian military aid was stepped-up and a major expansion program initiated. When Soviet forces invaded in November 1956 to suppress the national uprising, sections of the Hungarian Air Force attacked Soviet forces and resisted Russian attempts to occupy their bases. The resistance was short-lived and the air force was demobilized soon after. In 1957 the air arm was reformed, but initially only as an internal security force. Gradually, the air force was expanded again, but it remained an integral part of the army and was essentially a defensive force one of the smallest air forces of the Warsaw Pact. Starting in the mid 60's and with the passing of each new decade, more modern Soviet aircraft were added with increased numbers, reaching its zenith in early 1999.

On 31 March 1991, the air force was renamed to "Magyar Honvédség Repülő Csapatai" (MHRCS) as the

Soviet troops started their withdrawal from Hungary including from (6) air bases.

The new era saw the dramatic demise of the MHRCS which resulted in the situation as it exists today. In 1993, the MHRCS acquired 28 MiG-29 Fulcrums from Russia as part of the payment of Russian debts to Hungary. They were based at Kecskemet, one of the (3) remaining air bases operating.

The Hungarian MiG-29 solo demo with a special paint scheme, used in the 1940's. On top of the wings is a large MÁVAG Héja fighter (license built Italian Reggiane RE.2000).



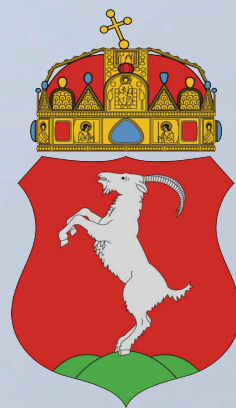
After long consideration on 23 November 2001 leasing (with options of buying) contract was signed for the lease of twelve single seat JAS-39A and two JAS-39B Gripen fighters. The contract was altered into more modern JAS-39C/D's which have entered service in the spring of 2006. Fourteen MiG-29s were also refurbished to enable them to remain in service around 2010. All the refurbished Fulcrums received a new gray colour scheme. For training of new pilots the Hungarian air force joined the NATO Flying Training in Canada (NFTC) program.

The current Hungarian Air Force is primarily just for defensive purposes. The flying units of the air force are organized into a single Air Command. There are only active (3) Air Force bases (AFB) in Hungary: Kecskemét AFB housing the Tactical Wing, Szolnok AFB housing the Helicopter Regiment, and Pápa AFB housing the Logistic and Support Battalion including (3) C-17A Globemaster III aircraft as NATO flying unit with Hungarian marking and international crew. For the review of the show see page 21.

A MiG-21 gate guard at the Kecskemét AFB. The JAS-39D Gripen and An-26 of the Hungarian Air Force on the right, and Mil Mi-24 attack helicopters, one in a special paint scheme below to the left and right.



Kecskemét
2010





Heavy action at Kecskemét! Aircraft with markings or types rarely seen in North America: NATO C-17A Globemaster III with Hungarian markings (top). A Swiss F/A-18 Hornet (bottom left) An Italian AMX ground attack, aircraft the type that was deployed in 1999 during the Kosovo war in Europe.

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FRECCE TRICOLORI FRECCE TRICOLORI

The Italian Frecce Tricolori (Tricolour Arrows) in action over Kecskemét AFB.





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The digital MiG-29AS of the Slovak Air Force was certainly different, above and the 4th film image below. The Turkish Stars flew their NF-5A well, while there were plenty of fire works, courtesy of anti-missile flares from the Hungarian JAS 39 Gripen and MiG-29. The “fake canopies” painted on the underside of these aircraft are clearly visible, on film frames 1 to 3. One of the Breitling Jet Team’s L-39C Albatros from France is taxiing by.



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The Belgian F-16AM deploying anti-missile flares was a spectacular site! Above, and below, the Wings of Storm Team from Croatia with their PC-9M performed an outstanding display.





The Israeli Air Force's had two aircraft on display. The F-16I "Sufa" meaning Storm, is a very heavily modified F-16, parked beside a more common C-130H Hercules, above. A Romania MiG-21UM LancerB is taxiing below.



A brief review of the Hungarian Air and Military Display, in Kecskemét, is one of the best air shows in Europe, if not in the world. And, this we mean, as we go to dozens every year!

Things did not look good on Friday before the air show. Scattered thunderstorms throughout the day made difficult for aircraft to go up for rehearsal. Most of the participating aircraft had arrived at the base by Thursday thus avoiding the horrible Friday weather.

By Saturday morning the heavy rains had stopped but the skies over Kecskemét were overcast with low ceilings. The gloomy weekend forecast called for showers on Saturday and Sunday. That did not stop people from coming to this very popular air show. The gates were open around 7:30 AM. It is best to arrive as early as possible to avoid heavy traffic jams and to secure a good viewing spot on the field. The best entrance point is by the main gate and there are several buses stopping at this location, where the walk to the main grounds is much shorter than from the parking lot gates. By 8 A.M., there were already hundreds people walking around the many vendors, static aircraft and open hangars. For several hours it was unclear if the flying would start at all, but finally by 1 P.M., the skies cleared, the sun came out and the best air show in recent memory was allowed to start. And what a show it was! The flying did not stop until well after 7 P.M. This air show has such a packed flying scheduled that is best to bring your own sandwiches and water and hit the toilet before the show starts so that you not miss any flying action. It is the best to plan to attend both days, one for the flying display and the other to walk around. Due to the late start on Saturday not all the planned air displays took to the air. Sunday's weather was hot and Sunny with occasional dark clouds. It was another full day of air displays starting at 7:45 A.M., and over at 6:15 P.M. The venue has plenty of food vendors and sanitation facilities. It is also a good place for families since there are many activities for children.

The stars of the static displays were the Israeli F-16I "Sufa" meaning Storm and an Ukrainian Su-27. Among other on static were (2) Eurofighter Typhoons from Germany, (2) USAF F-15E and a Romanian MIG-21 Lancer.

Both days had terrific flying displays. There were no less than 6 different flying display teams, with the highlight being the Frecce Tricolori from Italy celebrating their 50th anniversary.

The best individual display was by the French air force Rafale with a fast and loud routine. The Dutch and Belgian Demo teams also had a fantastic display. Some of the flying aircraft deployed flares during their displays making them very dramatic. This is something that we do not see at air shows in the United States.



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A Polish TS-11 Iskra (top left) with the Israeli F-16I "Storm" coming in for landing (left middle). The Mil MI-24 Hind, gunship with an funky Eagle paint scheme (top right) and the MiG-29 with the 70th Anniversary of the Hungarian Air Force paint scheme (bottom) were real crowd pleaser at Kecskemét.



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The only Lisunov Li-2 still flying (the Soviet-licensed DC-3, built in 1949 in Airframe Factory Nr.84) in MALEV livery (top left). A MiG-21 LancerC of the Romanian Air Force (left middle). Su-27 from Ukraine (left btm). The MiG-29 and Saab JAS Gripen in simulated dogfight of the Hungarian Air Force (above). MiG-21UM LancerB of the Romanian Air Force (top right). The Bulgarian Pilatus PC-9m trainer (right middle). A Hungarian soldier with his lunch (right btm).





Shortly after WWII, as more and more airlines emerged using larger and more modern aircraft, traveling by air was a luxurious adventure. The great piston engine powered propeller driven aircraft such as the DC-4, Lockheed L-1049 Super Connie, Boeing 337, and the DC-7 are long gone, along with the smiling faces of a stewardess in their sexy uniforms. Air travel, in general, reached its glamour or glory days in the 1950's and 1960's.

Currently, instead, we travel by jets and the "luxurious adventure" of the glory days of air travel has been replaced by a different type of adventure that is as pleasant as a root canal treatment without any local anesthesia! We face these days; security hassles, long take-off delays, tasteless or nonexistent meals that are seldom complementary, impersonal or even rude service from flight attendants, cramped seats, and extra baggage rates that border on extortion.

Of course, this is in many ways, the result of De-Regulation in 1978 that moved airlines toward the current state of cheaper fares and crowded skies.

However, we can still travel back in time and we feel nostalgic. We can experience what it was to 'fly in the good old days,' well at least experience the actual ride of a propeller driven aircraft from those times, by taking a ride in a DC-7B that was recently restored by the Historical Flight Foundation.

On Saturday, August 14th one of our contributing photographers had such pleasure. According to Rick "It was a great flight of about 1 hour over the Hudson River, the Statue of Liberty, Kennedy Airport and Jones Beach. Most of the time, we flew between 500 feet to 1000 feet. It was a trip back in time!!!!"



Logo from the late 1940's.
Re-created by Laszlo Nyary.

A bit of history of the DC-7B, N836D. This airframe was delivered to Eastern Airlines on January 23, 1958. Due to the introduction of turboprop and jets engined aircraft Eastern's entire fleet of DC-7Bs were retired by October 1966. N836D was disposed of in September 1965. It changed hands again in 1972. The new owner's intended use of the airframe never materialized after 32 years sitting around St. Paul Downtown Airport, N836D was acquired by what is now the Historical Flight Foundation (HFF), a not-for-profit organization.

The original interior was removed and put into storage. The plan is to re-install it when the airplane is placed into permanent static display. HFF operates the aircraft with 58 seats instead of the 64 to 95 seats in the original configuration.

After years of hard work, its first flight after restoration was complete took place on July 4th, 2010 in Opa-Locka, Florida. Its first appearance at an air show was at the end of July in Oshkosh. The following weekend it went to the Thunder Over Michigan 2010 Air show and this past week it landed in Teterboro, NJ to offer 3 flights for paying passengers. These morning daily flights were scheduled for Thursday, Friday and Saturday (July 12, 13 and 14). Each flight was to take about one hour at a cost of \$300 per ticket. The flight over the Hudson River was below 1,000 feet affording all onboard magnificent views of the Manhattan skyline on a clear, beautiful day. It flew around the Statue of Liberty and then to Long Island by Jones Beach. It also flew by JFK airport on its way back to Teterboro. At certain segments of the flight it flew at 500 feet. Once the plane took off we could unbuckle and walk around to peek from different windows. The flight was smooth. It was a pleasure to hear those four Wright R-3350 engines.

The DC-7B appearance in the New York area was due to the Airlines International 2010 meeting, an annual event of the World Airline Historical Society held this year in the NY area. It is comforting to know that there are still enough people out there to keep these old birds flying and people who are interested in flying them so younger generations can witness the glory of a bygone era. For more information about upcoming flights and how to become a member of the Historical Flight Foundation go to <http://www.historicalflightfoundation.com/Home>.





The 2nd annual Windsor Air Show was held at the Windsor International Airport, aka “The Sound of Freedom II” on August 21 and 22, 2010. In addition, on August 20th, Friday, a special day for kids was held. They received a tour of the static aircraft parked and met the crews of the aircraft from Brazil, USA, and Canada while sharing some pizza, soft drinks, and juice with them. The Windsor air show also caters to all the veterans who can attend the air show as VIP guests at no charge! What a great way to honour our Freedom by saying thank you to all who served!

The Windsor air show was an outstanding effort, despite the weather not cooperating much. On Saturday, most of the performances did take place, although some were cut short due to rain and low visibility. Most air shows that we have attended in the past would have cancelled, however, the organizer wanted to give the attendees their moneys worth as long as the safety of everyone was not jeopardized. They certainly succeeded in their efforts, as the attendees were dazzled by the precise flying display of the Brazilian Team: The Esquadrilha da Fumaca who flew as per schedule, and what a great performance that was, especially under those circumstances! The Lancaster bomber, from Canadian Warplane Heritage Museum, made several nicely banked low level passes and it was good to hear the sound of those 4 Royce Rolls V12 engines. The Canadian Harvard Associations 3 ship Aerobatic Team did a solid performance. The Viper North’s MiG-15Uti was a real hit, even with a very short performance due to the weather. While the CF-18 Team lost their plane a of couple weeks ago, the Canadian Forces sent two CF-18; one static, and one to perform at Windsor. However, the CF-18 had to land shortly after it took off due to deteriorating weather, and just after it landed, the show was called for the day without the Snowbirds flying on Saturday. As for the show announcer – the only “snowboard” at the air show was you!

On Sunday, while it started a bit overcast, at least it did not rain and toward mid-morning the weather started to clear a bit, and toward mid-afternoon it was very pleasant. All the scheduled acts flew, although some of their performances were a bit on the short side. The highlights for me, were the Brazilian Smoke Squadron who did a precise and interesting show, the WWII Warbirds: P-51D Mustang, Hurricane, Lancaster, Lysander, and the Firefly, the rare MiG-15Uti, and the Harvard Aerobatic Team. The CF-18 while it flew, it was very short, just wetting the appetite for more, but at least the CF-18 was at the show. The Snowbirds finally performed too.

The Windsor air show organization, led by Keith Baxter, did an excellent job, and the show deserves a 10/10. But please for next year have a Canadian announcer, who knows the difference between a “snowboard” and “Snowbird”, who can identify aircraft properly, who can actually announce the direction aircraft is coming from before it arrives to show center, and can tell the difference between an aircraft already landed, vs. one which is still flying!



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The Lancaster WWII bomber flying low above, and the CF-18 taxiing below during Sunday’s air show.



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ESQUADRILHA DA FUMAÇA

2010 WINDSOR INTERNATIONAL AIR SHOW



Back L to R: Cap. Alexandre #6, Cap. Reno #4, Cap. Lima e Silva #5, Ten. Cel. Moura #1, Cap. Franklin #2, and Cap. Nielson #4

Front L to R: Cap. Baldwin #3, Cap. Marcelo #2, Cap. Márcio #3, Cap. Caldas #6, Cap. Márcio #5, and Cap. Boeri (new pilot in training)

2010
WINDSOR INTERNATIONAL
AIR SHOW



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ESQUADRILHA DA FUMAÇA



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Group photos of Brazilian Smoke Squadron and the Canadian Snowbirds, on top, meanwhile the CF-18 made an appearance, left bottom, the MiG-15Uti of Viper North in Saturday's rain, center, and the Fairey Firefly buzzing by nice and low, bottom right.



F-15C EAGLE

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The Canadian Harvard Aerobatic Team in action over the skies of Windsor, on the left. While the Westland Lysander gracefully floats-by in front of the crowds, above. The Lysander's exceptional performance made the aircraft a favourite of the British clandestine operations in WWII. The Veterans are enjoying the air show from there own VIP tent, surrounded by the Brazilian Smoke Squadron members.



Smoke On ... Windsor International Air Show Celebrates Our Veterans

Article by Andrea Grimes, an award-winning volunteer who works with Veterans in Windsor, Ontario, Canada.



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Fly-by of the Hurricane MkXII during the unveiling and dedication of the Dieppe Monument honoring the Regimental Fallen took place 19 August 2010 in Dieppe Gardens Windsor, Ontario.



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Not a day goes by that we not saddened by the passing of another Veteran. With them go their voices silenced ever more; closing another chapter of their memories of service. Battles lost. Victories gained. They did so, with an uncommon valor that brought them the decorations they so richly deserved.

For many years, I have had the privilege of working with Veterans representing all theatres of conflict and peace-keeping missions. Our Veterans give so much and ask for little in return and I am truly fortunate to have built such strong and endearing friendships. Veterans support their Legions, visit the frail and elderly in nursing homes and hospitals; attend memorial services and pay their respects at funerals; they speak to students and preside at swearing ceremonies for new Canadians speaking not what war took away but what it gave to Canada!

Few have dared to question why I invest so much time with our Veterans. "Just spend one day with a Veteran and you will NEVER ask that question, again" sets the record straight. Through my experiences working with Veterans, hearing them speak with voices quivering and with tears welling in their eyes, brings home their real life experiences from the battlefields, the trenches; from the air, on the seas, in hospitals and from the grave sites and I have come to appreciate the important roles

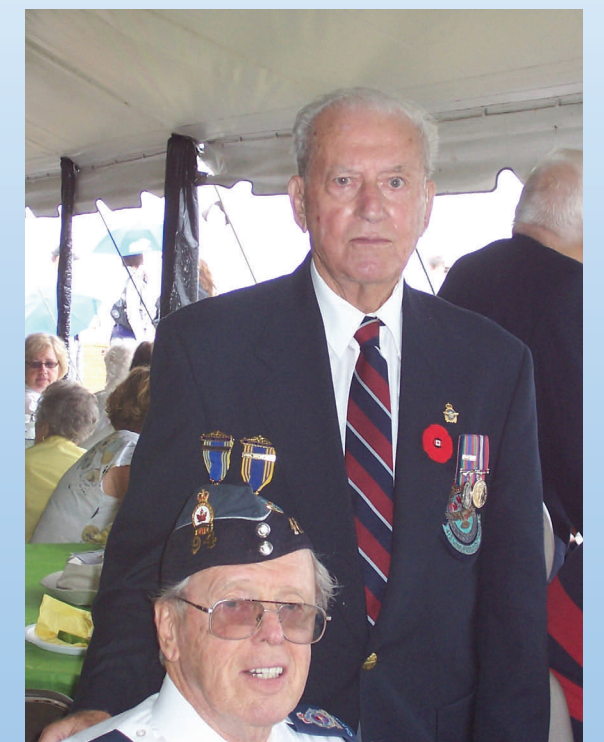
that our Veterans played (and continue to play) to ensure that freedom was worth the fight.

On 19 August, Veterans echoed their voices of remembrance when the Essex and Kent Scottish Regiment unveiled the Dieppe Monument II in Windsor's Dieppe Gardens in memory of the Regimental Fallen of 19 August 1942. This solemn unveiling and dedication by the Essex and Kent Scottish Regiment showcased the integral roles that children played in "raising the monument" in remembrance of those who were left behind on the stony beaches of Dieppe, France all those years ago! Moreso, the service notably honoured the remaining Dieppe Veterans who embrace the tradition of remembrance in their own private way.



Another view of the unveiling and dedication of the Dieppe Monument, left, and Andrea Grimes, Essex and Kent Scottish Regiment's Pipe Major Thomas G. Fox, WWII Veteran John Neville and wife, Shirley Neville, on the right. Photos by Greg Moore (l) and by Susan Sellick (r).

A Veterans voice is a legacy and not enough can be said or done to ensure that society continues to make Veterans a part of an everyday learning experience by taking an active role in remembrance. Veterans are recognized and appreciated for being staunch advocates for remembrance and for garnering respect in honour of the fallen. This was visibly evident when a contingent of WW II Veterans shared the pleasure of each other's company August 21st and August 22nd at the 2010 Windsor International Air Show. Although dark and foreboding clouds loomed overhead on Saturday, the threat of impending storms failed to dampen the hearts and spirits of our Veterans smartly dressed "in their blues and grays" with medals shining and ribbons proudly pinned to their blazers. A corps of "urber" volunteers from all walks of life were on hand to extend warm and gracious hospitality as Veterans (representing all branches of the Armed Forces) enjoyed lunch while watching pilots from the four corners of the world maneuver their planes - dancing across the sky in perfect harmony -- an orchestration of precision timing and outstanding teamwork. Unfortunately the rain finally did put a halt to Saturday's air show; but a team of young Brazilian pilots gathered around to speak with our Veterans. Listening to our Veterans share their memories and experiences with one another and guests, brought me closer to the heart-felt passion of service that our Veterans continue to share within their communities.



WW II Veterans Paul Laforet (back) and Eric Cross (seated) enjoy the company of fellow Veterans during lunch. Photo by A. Grimes.



Volunteers preparing lunch for Veterans, and Michael Timoshyk with his restored vintage military vehicle on display at the Windsor International Air Show 21-22 August, 2010. Photos by Andrea Grimes.

On Sunday, the clouds rolled off and the sun broke through making it a banner day much to the delight of families who circled the airfields, chatted with the pilots and wandered in and out of the giant aircrafts lined along the tarmac. A trip to the Windsor International Air Show just would not be complete for our Veterans until they shared a word or two with a number of local military re-enactors who are passionate about the history of warfare. Donned in authentic period uniforms a number of exhibitors enjoyed reliving history - retracing the steps of a soldier's life far away from home and loved ones! With canes in hand, our Veterans made it a point to visit the displays of privately-owned vintage WWII and Cold War vehicles such as the "Ubiquitous Jeep, Universal Carriers, a Bundeswehr Kubel Wagon, an Austrian Steyer-Puch and several Ford Canadian Military Pattern vehicles built for Ford of Canada in (Ford City) – East Windsor during the war years.

After a hearty lunch, our Veterans gathered along the viewing area to watch the graceful performances by the Brazilian Smoke Squadron, the daring stunts by the Harvard Aerobatic Team; cheering as the ever-favorite Lancaster soared low over the landscape and praising the flight of the tactical CC – 177's as it thundered overhead. This rekindled memories of their youth and once again our Veterans were proud, strong and eager boys who left the farms and factories and "signed up" to serve Canada – to do the right thing!

The 2010 Windsor International Air Show provided incredible displays of showmanship, skill, and teamwork as well as outstanding hospitality without exception. It goes without saying that this family centered destination will always have a special place in the hearts of Veterans. By all accounts, it was a bitter sweet reflection of memories from a lifetime ago shared in the company of good friends.

As our Veterans prepared to leave, guests rose to give a resounding round of applause with hugs and handshakes all around in appreciation and respect for the sacrifices made by our Veterans so that society could enjoy those basic freedoms denied by so many the world over!

We Will Remember Them



GÖTEBORG AERO SHOW

WWW.AEROSEUM.SE SÄVE DEPÅ 28-29 AUGUSTI 2010

By Ricardo von Puttkammer



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The Göteborg air show is held annually in Sweden. It takes place on the last weekend of August. Göteborg is the second largest city in the country and home of the Aerozeum where the event is located.

This museum is situated in a former Swedish Air Force underground aircraft hangar built in 1955 and a classified top secret location until 2003. This cave was blasted into the granite and is 22 thousand square meter. During the height of the cold war aircraft would stand in an access tunnel at full readiness for take off. In 2003 the government wanted to fill the hangar with sand and weld its doors shut. Without the intervention of the Aerozeum Foundation, which was created in the same year, this unique facility would not be available today.

This is the 3rd annual air show held at the museum grounds, which uses the runways of the Göteborg City Airport located across from the museum. It is a well organized and well attended air show with most of the aircraft present were by performing flying displays. The few aircraft parked for static display only were a Swedish Air Force C-130, a 2-seater Gripen and Danish F-16. But the main attraction of the show were the aircraft on flying display, which were also available for viewing by the public, when they were not in the air, in their designated aprons from behind crowd barriers. This included aircraft rarely seen flying elsewhere. They were all there! J29 Tunnan, J32 Lansen, J35 Draken, SK60, J34 Hunter, SK16 Harvard, SK61 Bulldog, J28 Vampire. These are all historic aircraft. The one missing from this impressive line up was the J37 Viggen. The organizers were trying to get a 2-seater Viggen for the flying display but due to bureaucratic tie-up it was not allowed to participate.

Other aircraft on flying display were a Scandinavian Airlines, SAS, DC-3, Danish F-16, Sukhoi Su-29, SK 11 Tiger Moth, Boeing Stearman, Bleriot XI, Swedish TP 84 Hercules (C-130) (Sunday only), HKP 5 (Hughes 269), HKP 6 Jet Ranger, Agusta HKP 15 (A109M).

There were 3 display teams present: The Italian Frecce Tricolori with their Aermachi 339s, The Swiss PC-7 Team, and the Danish Baby Blue with their Saab T-17s. On Saturday we witnessed the arrival of the last Swedish Kawasaki HKP 4 (KV-107 Sea Knight helicopter), which will be on permanent display at the museum. On Sunday the show ended with a spectacular formation flight of most of Saab's post war jet aircraft. Flying together in the sunny late afternoon skies of Gothenburg were the Tunnan, Draken, SK60, Gripen and Lansen. A sight not to be forgotten!



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The weather forecast for Saturday and Sunday called for 30% chance of showers and they did materialize during these 2 days. There were brief periods of heavy rain throughout the weekend. That did not discourage people from coming to the show. Thousands were present for both days, with Sunday having a bigger turnout. Tickets were \$20 for a day and \$26 for 2-day ticket with better pricing for children and families of 4. If bought at the gate the prices were slightly higher. There were plenty of food vendors and bathroom facilities. There were also activities for children. There were also tours to the main tunnel of the hangar available for the visiting public.

This air show is highly recommended due to its historic significant location and the rare aircraft types on flying display. Organizers tried their best to give the public a satisfying experience even though mother nature did not want to cooperate all the time. Let us hope that in 2011 the weather will be better as we will be back!



All photos ©2010 R von Puttkammer

Left side:
J 28 Vampire
HKP 4 Sea Knight
SK 16 Harvard

Right side:
J 32 Lansen
JAS 39 Gripen
SK 60

Center:
Danish Air Force F-16



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ATLANTIC CITY AIRSHOW

Less people, less beach and less flying can describe the 2010 "Thunder Over the Boardwalk" in Atlantic City, New Jersey. The weather kept the crowd smaller than past years and also took a portion of the beach viewing with it from a Tuesday storm that brought in high seas and rain.

The USAF Thunderbirds were the main attraction as usual, but the public also came to see The Brazilian Smoke Squadron making a rare East Coast visit. Other military demos were the USAF A-10, USAF Viper East and the USN F-18 Demo teams. Flyovers by a B-52, C-17, C-130, KC-135 and four F-16's from the NJANG 177th also kept the beachgoers looking skyward. A B-25 owned by Tom Duffy and a Spitfire flown by Jim Beasley brought back memories of World War II days. Rob Holland and Jason Flood who was flying for the first time at AC did some fine aerobatic flying above the ocean to the crowds delight. Throw in a FAA flyover of three of their planes and a USCG search and rescue demo and that made for a good amount of flying in Atlantic City.



Photography and
article by Joe
Osciak.



Harvard ride at WIAS

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CF-18 at WIAS

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CF-18 at WIAS

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Brazilian Smoke Squadron at WIAS

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F/A-18 Super Hornet at Atlantic City

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CANSO at Brantford AS

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Reflection of Media at CIAS

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Rob Holland at Atlantic City AS

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Sikorsky UH-34D at Westfield Air Show

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Brantford AS

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Mail Bag: *feel free to drop us a line at mailbag.themagazine@yahoo.com*

Your feedback and comments are welcome! We will post your feedback or comments, but we retain the right to edit the length and content if deemed unsuitable or inappropriate.

Laszlo,
We like what you are covering in your publication. But, can you include more from RIAT, especially the RAF Heritage Flight with the Spitfire and the Typhoon, it seems to us that you have not covered this section of the event.

Best Regards,
Jeremy Fisher, London, UK.

Reply from the Editor:

Jeremy!

We received several emails regarding readers wanting more images from RIAT. We added some additional images in from RIAT, however, we cannot cover all aspects of the show, and we are not allowed to exceed 20% of content from RIAT! Perhaps you can get them to change their Rules and Regulations about publicizing events in the media. Please check their website for further information.

"In your reviews you tend to be too critical and very negative!"

xx@gmail.com

Reply from the Editor:

All of our reviews are fair, as we write what we saw and experienced at these events. We praise what has worked and we mention what were the issues. Yes, we state our negative experiences. The paying public has the right to know upfront, (even for free events, it can cost a lot to attend), what they can expect by going. If the organizers are so concerned by our so called "negative reviews" perhaps they should analyze our reviews and act upon our criticisms, and invite us back to see any improvements, and we will gladly write a new one based upon what we saw.

Laszlo,
Why don't you cover more local Ontario events? There are a lots of shows in Ontario that you do not cover!
J.Ryan, Hamilton, Ont.

Reply from the Editor:

We do what we can. We try to work with local events but to many of their Media person we are "just internet based media" they want TV reporters or Radio personalities, who can generate instant and local interests. As these people end up with the media flights (or worse; friends of the Media person, or the Media person themselves) who wouldn't know the difference between a T-6 and Piper Cub, they are the ones who generate the local NEWS interest for 60 seconds that fades away just as quickly.

Since many of these local events fail to recognize the value in our efforts, we try to cover events where the Organizers and Media person are progressive enough to see the potential value of our coverage. It costs us hundreds of dollars to cover even local events thus we are limited as to what we can and are able to cover.

There is of course demand and interest. We have more readers from the USA and we are growing internationally. Thus we want to cover events that give us the best bang for our buck. Also, our reporters are volunteers paying their own fares to get to event, therefore our coverage is limited to events that suit their own interests.

Of course we will be happy to cover any air show or aviation related event in Ontario, or for that matter anywhere in the world, if the organizers are willing to pay our expenses to cover their event.

In fact that is exactly we are doing, we have been invited to Malta to cover the International Air Show there, and in our next issue you and our readers will find a very extensive report.

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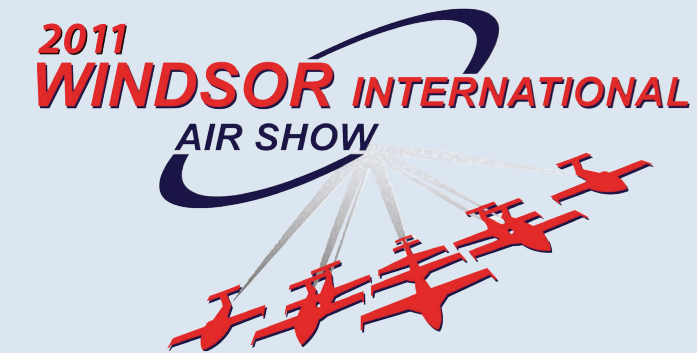
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